

AGENDA

Major Projects Committee

February 14, 2008

9:00 a.m.

Location:

SANBAG Offices

The Super Chief Room

1170 W. 3rd Street, 2nd Floor

San Bernardino, CA 92410

Major Projects Committee Membership

Chair

John Pomierski, Mayor
City of Upland

Dennis Yates, Mayor
City of Chino

Robert Christman, Mayor
City of Loma Linda

Vice-Chair

Grace Vargas, Mayor
City of Rialto

Gwenn Norton-Perry, Council Member
City of Chino Hills

Paul M. Eaton, Mayor
City of Montclair

Paul Biane, Supervisor
County of San Bernardino

Kelly Chastain, Mayor
City of Colton

Paul Leon, Mayor
City of Ontario

Dennis Hansberger, Supervisor
County of San Bernardino

Mark Nuaimi, Mayor
City of Fontana

Diane Williams, Council Member
City of Rancho Cucamonga

Josie Gonzales, Supervisor
County of San Bernardino

Bea Cortes, Council Member
City of Grand Terrace

Pat Gilbreath, Mayor Pro Tem
City of Redlands

Gary Ovitt, Supervisor
County of San Bernardino

Larry McCallon, Council Member
City of Highland

Pat Morris, Mayor
City of San Bernardino

Richard Riddell, Mayor
City of Yucaipa

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency

Major Projects Committee

**February 14, 2008
9:00 a.m.**

**LOCATION:
Santa Fe Depot
*The Super Chief Room***

1170 W. 3rd Street, 2nd Floor, San Bernardino

CALL TO ORDER – 9:00 a.m.
(Meeting chaired by Mayor John Pomierski.)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications – Nessa Williams

1. Possible Conflict of Interest Issues for the SANBAG Major Projects Meeting of February 14, 2008 Pg. 9

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minutes summary for each month.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

2. Major Projects Attendance Roster Pg. 14

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Notes/Action

Consent Calendar Cont...

3. **Construction Change Orders to On-going SANBAG Construction Contracts with Brutoco Engineering & Construction, Atkinson Contractors LP, Atkinson/MCM JV, Tony's Multi-Service Firm, Inc., Diversified Services, Inc., Republic Electric and Skanska USA Civil West California District, Inc.** Pg. 18

Review and ratify change orders. **Sam Racadio**

4. **Request for future consideration for State Transportation Improvement Program (STIP) funding by the City of Ontario for the proposed I-10 Freeway interchange at Grove Avenue/Fourth Street** Pg. 42

Receive and file letter from Ontario relative to the proposed I-10/Grove Avenue/ Fourth Street interchange. **Sam Racadio**

Discussion Calendar

5. **I-10 HOV Lanes Addition Project Update** Pg. 45

Receive Update on the I-10 HOV Lanes Addition Project **Sam Racadio**

6. **Source of funding change for Construction and Maintenance Agreement with Burlington Northern, Santa Fe Railroad (BNSF) and Caltrans for the Interstate 215 5th Street Overcrossing Project** Pg. 47

Approve a change to the funding source for BNSF flagging and inspection services on Agreement No. 07-016 with BNSF and Caltrans for construction of a new bridge over existing BNSF tracks as part of SANBAG's construction of I-215, 5th Street Overcrossing from Measure I funding to Traffic Congestion Relief Program (TCRP) funding. TN 83808000. **Sam Racadio**

7. **Amendments to Right of Way and Construction Cooperative Agreements for I-215 Segment 3 project reflecting revised project costs. Right of Way Cooperative Agreement 04-059 (District Agreement 8-1246) and Construction Cooperative Agreement No. C07-130 (District Agreement No. 8-1340).** Pg. 50

Approve Amendment 1 to Right of Way Cooperative Agreement No. 04-059 (District Agreement 8-1246) and Amendment 1 to Construction Cooperative Agreement C07-130 (District Agreement 8-1340) with Caltrans for Interstate 215 Improvements project, Segment 3. **Sam Racadio**

8. **Hunts Lane / UPRR Grade Separation authority to begin right of way phase** Pg. 66

 Authorize the start of the Hunts Lane /UPRR Grade Separation right of way appraisal and acquisition phase and begin utility relocations.
Sam Racadio
9. **Status of Measure I 2010-2040 Strategic Plan Development** Pg. 70

 Receive information on the status of Measure I 2010-2040 Strategic Plan development **Ty Schuiling**
10. **Measure I 2010-2040 Valley Freeway Interchange Policy Framework** Pg. 81
 1. Approve policy framework to administer the Measure I 2010-2040 Valley Interchange Program, as follows
 - a) Approve preparation by SANBAG of an annual cash-flow analysis of the Measure I 2010-2040 Valley Programs.
 - b) Recognize that the SANBAG Board has full discretion over the appropriation of Measure I 2010-2040 revenue between Valley Programs to maximize efficient delivery, with protections to ensure that all programs are funded in amounts consistent with the provisions of Measure I 2010-2040 over its life.
 - c) Within the Valley Freeway Interchange Program, prioritize freeway interchange projects that impact the delivery of the Valley Freeway Program.
 - d) Allocate Valley Freeway Interchange Program funds by interchange project rather than by jurisdiction.
 - e) Administer the Valley Freeway Interchange Program as a reimbursement program with provisions for timely reimbursement of the Measure I share of invoices received by SANBAG.
 - f) Require that all phases of a project receiving public share allocations from SANBAG meet minimum development fair share rates identified in the SANBAG Nexus Study.
 - g) Allow for transaction of loans of Measure I funds on an exception basis, subject to approval by the SANBAG Board, to facilitate early delivery of an interchange for which inadequate development mitigation funding has been generated by one or more of the responsible funding agencies.
 2. Direct staff to return with policy recommendations to guide program implementation. **Ty Schuiling**

11. Additional Items from Committee Members
12. Brief Comments by General Public
13. Director's Comments
14. Acronym Listing

Pg. 132

ADJOURNMENT

**The next Major Projects Committee
Meeting is March 13, 2008**

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting, Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Minute Action

AGENDA ITEM 1

Date: February 14, 2008

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the SANBAG Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Principals & Agents	Subcontractors
3-A	04-018	Brutoco Engineering & Construction <i>Mike Murphy</i>	Ortiz – A.C. Alcorn Fencing Anderson Drilling Modern Alloys JV Landclearing Pavement Recycling

*

Approved
Major Projects Committee

Date: February 14, 2008

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

Item No.	Contract No.	Principals & Agents	Subcontractors
3-A Cont...	04-018		ACL Moore Signs & Lighting Pacific Restoration Harbor Co. Reycon Sudhakar Avar-Campbell Franklin Reinf. Steel
3-B	05-014	Atkinson Contractors <i>Scott Lynn</i> <i>Kent Reiman</i>	All American Asphalt Modern Alloys Diversified Landscaping JV Land Clearing Valley Concrete Placing Coffman Specialties Alcorn Fence Coral Construction Sudhakar Company Dywidag Systems Highlight Electric Regional Steel Anderson Drilling
3-C	05-005	Atkinson Contractors <i>Scott Lynn</i> <i>Kent Reiman</i> MCM <i>H McGovern</i>	All American Asphalt Modern Alloys Diversified Landscaping JV Land Clearing Valley Concrete Placing Coffman Specialties Alcorn Fence Coral Construction Sudhakar Company Dywidag Systems Highlight Electric Regional Steel

Item No.	Contract No.	Principals & Agents	Subcontractors
3-D	06-001	Atkinson Contractors <i>Scott Lyon</i> <i>Kent Reiman</i>	West Coast Demo Penhall Moore Electric CGO Construction United Steel Placers Superior Gunitite ACL Reycon Diversified Landscape Modern Alloys Statewide Safety Sudhakar Anderson Drilling DSI Ulmer Industries CTM Ortiz Asphalt Paving Alcorn Fence
3-E	06-016	Tony's Multi-Service Firm <i>Manuel Blanco</i>	Rock Structures High Light Electric W.S.S. Construction United Traffic Diversified Landscape
3-F	06-017	Tony's Multi Service Firm <i>Manuel Blanco</i>	Rock Structures High Light Electric T.E. Roberts United Traffic
3-G	06-064	Diversified Services, Inc. <i>Paul Morales</i>	Ace Fence Reycon T.E. Roberts

Item No.	Contract No.	Principals & Agents	Subcontractors
3-H	06-065	Tony's Multi-Service Firm <i>Manuel Blanco</i>	Rock Structures Innovative Electric T.E. Roberts
3-I	06-056	Republic Electric <i>James A. Wagner, P.E.</i> <i>Vice President, Engineering</i>	Jones Backhoe Service, Inc. Fiberspan Communications
3-J	07-095	Atkinson Contractors, LP <i>Scott Lyon</i> <i>Kent Reiman</i>	Sudhakar Diversified Landscape Statewide Safety and Signs Alcorn Fence Coral Construction West Coast Welding DSI Integrity Rebar CTM Construction Penhall VT Electric Ortiz Asphalt
3-K	C07110	Skanska USA Civil West District, Inc. <i>Alex Medyn</i> <i>Mark Hegbloom</i>	Alcorn Fence Co. Avar Construction Systems, Inc. Century Sweeping Crane Rental Service Drilltech Foundation Pile Inc. High Light Electric Marina Landscape Inc. Regional Steel Corp. RMD Sudhakar Company

Item No.	Contract No.	Principals & Agents	Subcontractors
3-L	C07174	Riverside Construction Co. <i>Dan Ennis</i>	A.C. Dike Alcorn Fence Co. American Steel Placer Avar Construction CTM Construction Foundation Pile Inc. Harber Companies High Light Electric Matich Corp. Pavement Recycling Sudhakar Company Ulmer Industries

Financial Impact: This item has no direct impact on the SANBAG budget.

Reviewed By: This item is prepared monthly for review by SANBAG Board and Committee members.

AGENDA ITEM 2
MAJOR PROJECTS POLICY COMMITTEE ATTENDANCE RECORD – 2007

Name	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Paul Eaton City of Montclair	X											
John Pomierski City of Upland	X											
Paul Biane Board of Supervisors	X											
Kelly Chastain City of Colton	X											
Robert Christman City of Loma Linda	X											
Bea Cortes City of Grand Terrace	X											
Pat Gilbreath City of Redlands	X											
Josie Gonzales Board of Supervisors	X											
Dennis Hansberger Board of Supervisors												
Larry McCallon City of Highland												
Patrick Morris City of San Bernardino												
Gwenn Norton-Perry City of Chino Hills												
Mark Nuaimi City of Fontana	X											
Gary Ovitt Board of Supervisors												

X = Member attended meeting. * = Alternate member attended meeting. Empty box = Member did not attend meeting. Crossed out box = Not a member at the time.

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AGENDA ITEM 2
MAJOR PROJECTS POLICY COMMITTEE ATTENDANCE RECORD – 2007

Name	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Dick Riddell City of Yucaipa	X											
Grace Vargas City of Rialto	X											
Paul Leon City of Ontario	X											
Diane Williams City of Rancho Cucamonga	X											
Dennis Yates City of Chino	X											

AGENDA ITEM 2
MAJOR PROJECTS POLICY COMMITTEE ATTENDANCE RECORD – 2007

Name	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Paul Eaton City of Montclair		X		X	CANCELLED	X	CANCELLED	X	X	X		CANCELLED
John Pomierski City of Upland	X	X		X		X		X	X	X	X	
Paul Biane Board of Supervisors	X	X	X					X	X			
Kelly Chastain City of Colton	X	X	X	X		X		X	*	X	X	
Robert Christman City of Loma Linda	X	X	X			X		X	X	X	X	
Bea Cortes City of Grand Terrace	X	X	X	X				X	X	X		
Pat Gilbreath City of Redlands	X	X	X	X		X		X	X	X	X	
Josie Gonzales Board of Supervisors	X			X								
Dennis Hansberger Board of Supervisors								X	X	X		
Larry McCallon City of Highland	X	X	X			X		X	X			
Patrick Morris City of San Bernardino	X	X	X	X		X		X		X	X	
Gwenn Norton-Perry City of Chino Hills		X						X				
Mark Nuaimi City of Fontana	X	X				X		X		X	X	
Gary Ovitt Board of Supervisors								X		X	X	

X = Member attended meeting.

* = Alternate member attended meeting.

Empty box = Member did not attend meeting

Crossed out box = Not a member at the time.

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AGENDA ITEM 2
MAJOR PROJECTS POLICY COMMITTEE ATTENDANCE RECORD – 2007

Name	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Dick Riddell City of Yucaipa	X	X		X	CANCELLED		CANCELLED	X	X	X	X	CANCELLED
Grace Vargas City of Rialto	X	X	X	X		X			X		X	
Paul Leon City of Ontario		X	X	X		X		X	X	X		
Diane Williams City of Rancho Cucamonga	X	X	X	X		X		X	X	X	X	
Dennis Yates City of Chino	X	X				X		X	X	X	X	

Minute Action

AGENDA ITEM: 3

Date: February 14, 2008

Subject: Construction Change Orders to On-going SANBAG Construction Contracts with Brutoco Engineering & Construction, Atkinson Contractors LP, Atkinson/MCM JV, Tony's Multi-Service Firm, Inc., Diversified Services, Inc., Republic Electric, Skanska USA Civil West California District, Inc. and Riverside Construction Co.

Recommendation:* Review and ratify change orders.

Background: This item addresses on-going construction contracts with Brutoco Engineering & Construction, Inc, Atkinson Contractors LP, Atkinson/MCM JV, Tony's Multi-Service Firm, Inc., Diversified Services, Inc., Republic Electric, Skanska USA Civil West California District, Inc. and Riverside Construction Co.

As directed by SANBAG Board action on September 1, 1999, the status of construction change orders (CCO's) is presented below:

- A. CN 04-018 with Brutoco Engineering & Construction for construction of I-10 Truck Climbing Lane project: No new CCO's have been approved since the last Major Projects Committee action.
- B. CN 05-014 with Atkinson Contractors, LP for construction of SR-210 Segments 9/10/11 Mainline project: CCO No. 1, Supplement 6 (\$150,000.00 increase for maintaining the roadway and providing additional traffic control, including continual flagging for the

Approved
Major Projects Committee

Date: February 14, 2008

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

construction of the State Street Storm Drain and street modifications, mitigating the opening of the SR-210 Freeway in July 2007, additional signage, striping, and pavement delineation for the HOV opening at Sierra and Alder Avenues, as well as ongoing installation and removal of traffic control signs and devices throughout the project); CCO No. 2, Supplement 2 (\$150,000.00 increase for the maintenance of existing and temporary electrical systems for work on local streets, including the installation of additional loops, cameras, and temporary signs to mitigate traffic staging through construction detours during the installation of the State Street Storm Drain, as well as ongoing electrical maintenance work performed throughout the project); CCO No. 13, Supplement 1 (\$64,108.06 increase to make revisions to the electrical fiber optics and electrical systems due to design errors or field changes, resulting in adjustments of compensation to various electrical and communication bid items); CCO No. 25, Supplement 3 (\$110,000.00 increase to provide adequate drainage and mitigate elevation and grade differences in and around the freeway and on local streets, including installation of additional drainage swales, curb and gutter work, and dikes); CCO No. 69, Supplement 1 (\$92,459.51 increase to compensate the contractor for the fluctuation of Asphalt Concrete (Type A) in the California Statewide Paving Asphalt Price Index); CCO No. 71, Supplement 2 (\$150,000.00 to complete the work of the State Street Storm Drain, including the costs for additional shoring to mitigate the unforeseen utility conflicts, and modifications of the RCB and other inlet structures); CCO No. 71, Supplement 3 (a no cost time adjustment, granting the contractor an additional 117 working days); and CCO No. 99 (a no cost time adjustment, granting the contractor an additional 22 contract working days) have been approved since the last Major Projects Committee action.

- C. CN 05-005 with Atkinson Contractors/MCM JV for construction of SR-210 Segment 11 Early project: No new CCO's have been approved since the last Major Projects Committee action.
- D. CN 06-001 with Atkinson Contractors, LP for construction of I-10 Median Mixed-Flow Lane project: CCO No. 23, Supplement 2 (\$20,000.00 increase for miscellaneous structural field changes); CCO No. 38 (\$25,000.00 increase to upgrade the metal beam guard railing connection to the new concrete barrier, and repair damaged metal beam guard railing); CCO No. 39 (\$56,500.00 increase to reinstall damaged joint seals at existing bridge joints in areas not covered by the project plans); CCO No. 40 (\$50,000.00 increase to repair the existing pavement at various eastbound and westbound locations); CCO No. 42 (\$1,709.62 to compensate the contractor for a cost increase to the irrigation field unit equipment); CCO No. 43 (\$15,598.20 increase to compensate the contractor for additional locations required to place erosion control (Type D) at disturbed graded areas); and CCO No. 44 (\$65,000.00 increase to install

additional Caltrans furnished signs, and provide the necessary traffic control) have been approved since the last Major Projects Committee action.

- E. CN 06-016 with Tony's Multi-Service Firm, Inc. for construction of SR-210 Segment 1 Landscaping: No new CCO's have been approved since the last Major Projects Committee action.
- F. CN 06-017 with Tony's Multi-Service Firm, Inc. for construction of SR-210 Segment 2 Landscaping: No new CCO's have been approved since the last Major Projects Committee action.
- G. CN 06-064 with Diversified Services, Inc. for construction of SR-210 Segment 3 Landscaping: CCO No. 16 (\$6,327.28 increase to remove and dispose of rock from planting areas); and CCO No. 17 (\$3,307.33 increase to stake the *Acacia baileyana* trees, which was not listed as work to be done in the contract plans) have been approved since the last Major Projects Committee action.
- H. CN 06-065 with Tony's Multi-Service Firm, Inc. for construction of SR-210 Segment 4 Landscaping: CCO No. 8 (a no cost time adjustment, granting the contractor an additional 21 contract working days) has been approved since the last Major Projects Committee action.
- I. CN 06-056 with Republic Electric for installation of the San Bernardino Valley Coordinated Traffic Signal System – Tier 2: No new CCO's have been approved since the last Major Projects Committee action.
- J. CN 07-095 with Atkinson Contractors, LP for construction of the I-215 5th Street Overcrossing: CCO No. 4, Supplement 1 (\$10,000.00 increase to pothole, remove, relocate and/or maintain existing and temporary utility facilities); and CCO No. 9 (\$40,000.00 increase to procure and install traffic signal mast arms and pedestrian push button poles, and change the foundation type for a signal and lighting pole) have been approved since the last Major Projects Committee action.
- K. CN C07110 with Skanska USA Civil West California District, Inc. for the construction of the State Street/University Parkway Grade Separation: CCO No. 2 (\$57,162.80 increase for plan modifications, including additional aggregate base and asphalt concrete; minor concrete for curb, gutter, sidewalk and driveway; signing and striping; chain link fence slats; and revisions to electrical and signal plans); CCO No. 3 (\$8,000.00 increase to remove and dispose of unforeseen abandoned septic facilities); and CCO No. 4 (\$25,000.00 increase to maintain existing water and electrical utilities) have been approved since the last Major Projects Committee action.

- L. CN C07174 with Riverside Construction Co. for the construction of the Live Oak Canyon Bridge: No new CCO's have been approved since the last Major Projects Committee action.

Financial Impact: This item imposes no financial impact, as all CCOs are within previously approved contingency amounts. TN 82408000 and TN 86008000.

Reviewed By: This item will be reviewed by the Major Projects Committee on February 14, 2008.

Responsible Staff: Sam Racadio, Interim Director of Freeway Construction

COO NO.	DESCRIPTION (S) = With Supplemental \$	PAY MTD	TIME EXT.	COO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN.	CONTRACTOR TO FROM	CIFHWA Concurrence TO FROM	SANBAG Approval TO FROM	DATE APPROVED	STATUS/REMARKS
*CONTINGENCY & SUPPLEMENTAL WORK BUDGET >>> \$11,062,039.52													
1	MAINTAIN ROADWAY AND TRAFFIC CONTROL ...	EWFA	0	\$45,000.00				1/27/05	1/27/05	5/20/05	2/4/05	2/10/05	Approved & Implemented
(S)				\$45,000.00	0.05%	\$45,000.00	\$ 11,017,039.52		2/10/05	<< Approved Copies	2/8/05	2/10/05	
1	ADDITIONAL FUNDS FOR CCO 1	EWFA	0	\$45,000.00				6/24/05	n/a	n/a	6/30/05	7/6/05	Approved & Implemented
S1				\$45,000.00	0.05%	\$90,000.00	\$ 10,972,039.52	10/12/05	7/6/05	<< Approved Copies			
1	ADDITIONAL FUNDS FOR CCO 1	EWFA	0	\$100,000.00				3/30/06	11/8/05	4/5/06 (Follow Up)	10/12/05	11/4/05	Approved & Implemented
S2				\$100,000.00	0.10%	\$190,000.00	\$ 10,872,039.52	3/30/06	11/8/05	<< Approved Copies			
1	ADDITIONAL FUNDS FOR CCO 1	EWFA	0	\$115,000.00				11/1/06	N/A	4/5/06	4/3/06	4/5/06	Approved & Implemented
S3				\$115,000.00	0.12%	\$305,000.00	\$ 10,757,039.52	11/1/06	N/A	<< Approved Copies			
1	ADDITIONAL FUNDS FOR CCO 1	EWFA	0	\$130,000.00				5/11/07	N/A	5/14/07	11/1/06	11/7/06	Approved & Implemented
S4				\$130,000.00	0.13%	\$435,000.00	\$ 10,627,039.52	5/11/07	N/A	<< Approved Copies			
1	ADDITIONAL FUNDS FOR CCO 1	EWFA	0	\$150,000.00				1/8/08	N/A	<< Approved Copies			Approved & Implemented
S5				\$150,000.00	0.15%	\$585,000.00	\$ 10,477,039.52	1/8/08	N/A	<< Approved Copies			
1	ADDITIONAL FUNDS	EWFA	0	\$150,000.00				1/10/08	N/A	<< Approved Copies	1/8/08	1/10/08	Approved & Implemented
S6				\$150,000.00	0.15%	\$735,000.00	\$ 10,327,039.52	1/10/08	N/A	<< Approved Copies			
2	MAINTAIN EXISTING AND TEMPORARY ELECTRICAL SYSTEM	EWFA	0	\$50,000.00				1/27/05	1/27/05	5/20/05	2/4/05	2/10/05	Approved & Implemented
S1				\$50,000.00	0.05%	\$785,000.00	\$ 10,277,039.52	10/27/05	N/A	Follow Up Re	2/8/05	2/10/05	
2	ADDITIONAL FUNDS	EWFA	0	\$65,000.00				1/11/08	N/A	<< Approved Copies	1/11/08	1/23/08	Approved & Implemented
S2				\$65,000.00	0.07%	\$850,000.00	\$ 10,212,039.52	1/11/08	N/A	<< Approved Copies			
3	FEDERAL APPRENTICESHIP TRAINING	ACUP	0	\$49,920.00		\$1,000,000.00	\$ 10,062,039.52	2/2/05	2/2/05	2/15/05	2/15/05	2/17/05	Approved & Implemented
(S)				\$49,920.00	0.05%	\$1,049,920.00	\$ 10,012,119.52	3/4/05	2/17/05	<< Approved Copies			
4	ACACIA CUL-DE-SAC	EWFA	0	\$5,000.00					3/16/05	3/22/05	3/22/05	3/28/05	Approved & Implemented
S1		ITEM		\$33,149.00	0.04%	\$1,088,069.00	\$ 9,973,970.52	2/7/05	3/28/05	<< Approved Copies			
5	CUT, TRIM, REMOVE & DISPOSE OLEANDERS & MISC. SHRUBS ALONG ...	EWFA	0	\$35,000.00					2/17/05	2/15/05	2/15/05	2/17/05	Approved & Implemented
S1				\$35,000.00	0.04%	\$1,123,069.00	\$ 9,938,970.52	4/17/06	N/A	4/19/06 (Courtesy)	4/17/06	4/19/06	Approved & Implemented
6	STRIPING PLANS FOR HIGHLAND DETOUR	EWFA	0	\$15,000.00		\$1,161,069.00	\$ 9,900,970.52	3/4/05	3/16/05	<< Approved Copies	3/22/05	3/28/05	Approved & Implemented
S1		ITEM		\$16,000.00	0.03%	\$1,192,069.00	\$ 9,869,970.52	2/15/05	3/28/05	<< Approved Copies			
7	REVISED PLAN SHEETS (CLARIFICATIONS)	NCNC	0	\$0.00					3/16/05	<< Approved Copies	3/16/05	3/16/05	Approved & Implemented
				\$0.00	0.00%	\$1,192,069.00	\$ 9,869,970.52		3/16/05	<< Approved Copies			

San Bernardino Associated Governments
CONTRACT CHANGE ORDER and CONTINGENCY BALANCE LOG

(Updated: 2/5/2008)

CCO NO.	DESCRIPTION (S) = With Supplemental \$	PAY MTD	TIME EXT.	CCO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN.	CONTRACTOR TO FROM	CTFHWA Concurrence TO FROM	SANBAG Approval TO FROM	DATE APPROVED	STATUS/REMARKS
8	MAN-MADE BURIED OBJECTS	EWFA	0	\$30,000.00				3/7/05	3/16/05 3/22/05	5/20/05	3/28/05	3/28/05	Approved & Implemented
8 S1	ADDITIONAL FUNDS	EWFA	0	\$30,000.00	0.03%	\$1,222,069.00	\$ 9,839,970.52	5/25/05	<< Approved Copies				
8 S2	ADDITIONAL FUNDS	EWFA	0	\$45,000.00	0.05%	\$1,267,069.00	\$ 9,794,970.52	11/21/05	N/A N/A	Follow Up Request 6/23/06 7/5/06	5/23/05	5/23/05	Approved & Implemented
9	MAINTAIN UTILITY FACILITIES	EWFA	0	\$30,000.00	0.04%	\$1,307,069.00	\$ 9,754,970.52	3/7/05	<< Approved Copies				
9 S1	ADDITIONAL FUNDS	EWFA	0	\$30,000.00	0.03%	\$1,337,069.00	\$ 9,724,970.52	9/26/05	3/16/05 3/22/05	5/20/05	3/28/05	3/28/05	Approved & Implemented
9 S2	ADDITIONAL FUNDS	EWFA	0	\$45,000.00	0.04%	\$1,377,069.00	\$ 9,684,970.52	7/18/06	<< Approved Copies				
10	REMOVE TEMPORARY LIGHTING ALONG HIGHLAND	EWFA	0	\$30,000.00	0.05%	\$1,422,069.00	\$ 9,639,970.52	3/21/05	<< Approved Copies				
11	GRAFFITI REMOVAL	EWFA	0	\$10,000.00	0.03%	\$1,452,069.00	\$ 9,609,970.52	3/31/05	3/31/05 4/1/05	5/16/05	4/4/05	4/5/05	Approved & Implemented
12	REVISED DRAINAGE PLANS - SEGMENT 11	ITEM	0	\$10,000.00	0.01%	\$1,462,069.00	\$ 9,599,970.52	4/7/05	4/6/05 4/11/05	5/16/05	5/9/05	5/18/05	Approved & Implemented
13	ADJUSTMENT TO VARIOUS ELECTRICAL BID ITEMS	ACLS	0	\$63,410.40	0.08%	\$1,525,479.40	\$ 9,536,560.12	8/9/06	5/18/05 8/11/06	8/11/06	8/24/06	4/16/07	Approved & Implemented (Processed Unilateral)
13 S1	ADDITIONAL ADJUSTMENT TO VARIOUS ELECTRICAL BID ITEMS (Oct. 2006 - Oct. 2007)	ACLS	0	\$5,784.13	0.01%	\$1,531,263.53	\$ 9,530,775.99	10/22/07	4/16/07 10/25/07	<< Approved Copies	4/22/07 1/9/08	1/10/08	Approved & Implemented
14	ADDITIONAL BNSF INSURANCE COVERAGE	ACLS	0	\$64,108.06	0.08%	\$1,595,371.59	\$ 9,466,667.93	5/27/05	1/10/08 6/3/05	6/5/05 email	7/5/05	7/6/05	Approved & Implemented
15	ELECTRICAL SERVICE CONNECTION FEES	EWFA	0	\$20,152.67	0.02%	\$1,615,524.26	\$ 9,446,515.26	5/3/05	7/6/05 5/3/05	<< Approved Copies	5/9/05	5/18/05	Approved & Implemented
15 S1	ADDITIONAL FUNDS TO CCO 15 (ELECTRICAL SERVICE CONNECTION)	EWFA	0	\$30,000.00	0.03%	\$1,645,524.26	\$ 9,416,515.26	5/11/07	5/18/05 << Approved Copies				
16	MODIFY VULCAN EAST DRIVEWAY	EWFA	0	\$150,000.00	0.15%	\$1,795,524.26	\$ 9,266,515.26	7/15/05	N/A N/A	5/14/07	5/16/07	5/15/07	Approved & Implemented
16 S1	ADDITIONAL FUNDS	EWFA	0	\$15,000.00	0.02%	\$1,810,524.26	\$ 9,251,515.26	9/21/05	5/16/07 << Approved Copies				
				\$15,000.00	0.02%	\$1,825,524.26	\$ 9,236,515.26		9/26/05 << Approved Copies				

CCO NO.	DESCRIPTION (S) = With Supplemental \$	PAY MTD	TIME EXT.	CCO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN.	CONTRACTOR TO	FROM	CTI/HWA Concurrence TO	FROM	SANBAG Approval TO	FROM	DATE APPROVED	STATUS/ REMARKS
16 S2	ADDITIONAL FUNDS	EWFA	0	\$30,000.00				12/7/05	N/A	N/A	6/23/06	7/5/06	12/7/05	12/12/05	12/12/05	Approved & Implemented
17 (S)	SWPPP MAINTENANCE SHARING	EWFA	0	\$30,000.00	0.03%	\$1,855,524.26	\$ 9,206,515.26	5/3/05	5/3/05	5/6/05	5/17/05	8/1/05	5/9/05	5/18/05	5/18/05	Approved & Implemented
17 S1	ADDITIONAL FUNDS TO CCO 17 (SWPPP MAINTENANCE)	EWFA	0	\$40,000.00				5/11/07	N/A	N/A	5/14/07		5/14/07	5/16/07	5/15/07	Approved & Implemented
18	REVISION TO N LINE PROFILE	NCNC	0	\$0.00				5/17/05	5/26/05	6/1/05	5/26/05	8/1/05	6/1/05	6/3/05	6/2/05	Approved & Implemented
19	ILLCIT DUMPING	EWFA	0	\$0.00	0.00%	\$1,975,524.26	\$ 9,086,515.26	4/15/05	6/9/05	6/13/05	6/10/05	8/1/05	6/13/05	6/15/05	6/15/05	Approved & Implemented
19 S1	ADDITIONAL FUNDS TO CCO 19 (ILLCIT DUMPING)	EWFA	0	\$30,000.00	0.03%	\$2,005,524.26	\$ 9,056,515.26	5/11/07	6/16/05	N/A	5/14/07		5/14/07	5/16/07	5/15/07	Approved & Implemented
20	AYALA PIPE EXTENSION	EWFA	0	\$60,000.00	0.06%	\$2,065,524.26	\$ 8,996,515.26	5/27/05	6/3/05	6/9/05	6/2/05	8/1/05	6/9/05	6/15/05	6/15/05	Approved & Implemented
21	SBCFCD MAINTENANCE TURN-AROUND- SEGMENT 9	EWFA	0	\$15,000.00				7/14/05	7/15/05	7/22/05	7/15/05	8/1/05	7/22/05	7/26/05	7/26/05	Approved & Implemented
22	PROVIDE PEPPER AVE ACCESS - Segment 10	ITEM	0	\$15,000.00	0.02%	\$2,095,524.26	\$ 8,966,515.26	5/23/05	5/25/05	6/17/05	5/26/05	7/28/05	6/17/05	6/23/05	6/23/05	Approved & Implemented
22 S1	ADDITIONAL FUNDS	EWFA	0	\$11,331.36	0.01%	\$2,106,855.62	\$ 8,955,183.90	8/18/05	8/22/05	8/31/05	9/8/05	9/8/05	9/8/05	9/19/05	9/19/05	Approved & Implemented
23	DRAINAGE DETAILS & INCREASED PIPE SIZES IN SEGMENT 9	ITEM	0	\$2,000.00	0.00%	\$2,108,855.62	\$ 8,953,183.90	8/18/05	9/19/05	9/30/06	9/9/06		8/18/05	12/16/05	1/9/06	Approved & Implemented
24	SEGMENT 11 DRAINAGE REVISION	ITEM	0	\$7,446.00				12/5/05	12/6/05	12/16/05	12/6/05	12/14/05	12/16/05	1/9/06		Approved & Implemented
25	ADDITIONAL DRAINAGE WORK / MODIFY NEW & EXISTING DRAINAGE FACILITIES	EWFA	0	\$12,852.80	0.01%	\$2,116,301.62	\$ 8,945,797.90	6/6/05	6/17/05	6/30/05	6/17/05	6/28/05	7/5/05	7/6/05	7/6/05	Approved & Implemented
25 S1	ADDITIONAL FUNDS	EWFA	0	\$15,352.80	0.02%	\$2,131,654.42	\$ 8,930,385.10	6/16/05	6/17/05	6/28/05	6/17/05	6/28/05	7/5/05	7/6/05	7/6/05	Approved & Implemented
25 S2	ADDITIONAL FUNDS TO CCO 25 & CCO 25S1 (ADD'L DRAINAGE WORK)	EWFA	0	\$30,000.00	0.03%	\$2,161,654.42	\$ 8,900,385.10	7/19/06	9/12/06	9/13/06	9/13/06	9/13/06	9/13/06	9/14/06	9/14/06	Approved & Implemented
25 S3	ADDITIONAL FUNDS	EWFA	0	\$115,000.00	0.12%	\$2,276,654.42	\$ 8,785,385.10	5/11/07	6/11/07	N/A	6/5/07		5/14/07	6/11/07	6/11/07	Approved & Implemented
		EWFA	0	\$150,000.00	0.15%	\$2,426,654.42	\$ 8,635,385.10	1/11/08	N/A	N/A			1/11/08	1/23/08	1/23/08	Approved & Implemented
				\$110,000.00												
				\$110,000.00	0.11%	\$2,536,654.42	\$ 8,525,385.10		1/23/08	<< Approved Copies						

San Bernardino Associated Governments
CONTRACT CHANGE ORDER and CONTINGENCY BALANCE LOG

(Updated: 2/5/2008)

CCO NO.	DESCRIPTION (S) - With Supplemental \$	PAY MTD	TIME EXT.	CCO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN.	CONTRACTOR TO	FROM	TO	FROM	TO	FROM	TO	DATE APPROVED	STATUS/REMARKS
26	MODIFICATIONS TO THE INTERSECTIONS OF LILACISMAJIA AND LILACTAHOE	EWFA	0	\$55,000.00			Revised >>>	10/28/05	11/22/05	12/5/05	11/22/05	12/1/05	10/23/05	12/7/05	12/16/05	12/7/05	Approved & Implemented
27	SBCECD MAINTENANCE TURN-AROUND- SEGMENT 11	EWFA	0	\$10,000.00			2nd Insurance>>>	7/18/05	7/29/05	12/5/05	7/29/05	8/17/05	12/1/05	12/7/05	12/16/05	12/7/05	Approved & Implemented
27 S1	ADDITIONAL FUNDS	EWFA	0	\$45,000.00	0.01%	\$2,601,654.42	8,460,385.10	5/9/06	N/A	N/A	N/A			5/9/06	6/26/06	6/26/06	Approved & Implemented
28	SEGMENT 10 BRIDGE WELDED STEEL CASING PAYMENT	EWLS	0	\$45,000.00	0.05%	\$2,646,654.42	8,415,385.10	12/4/06	6/26/06	<< Approved Copies							Approved & Implemented
29	SEGMENT 10 EARLY PUNCHLIST ITEMS @ RIVERSIDE AND EASTON	EWFA ADJ	0	\$40,000.00	0.05%	\$2,699,586.66	8,362,452.86	12/7/05	12/8/05	<< Approved Copies							Approved & Implemented
30	SEGMENT 9 & 10 EARLY SOUNDWALL COMPLETION	ITEM EWFA	0	\$26,897.40				2/28/06	3/10/06	4/3/06	3/10/06	4/19/06	4/17/06	3/4/06	3/4/06	4/17/06	Approved & Implemented. CCC Transm-Revised per
31	MSE WALL CHANGE	ITEM ACCL	DEF	\$96,331.00	0.15%	\$2,876,684.07	8,185,355.45	8/15/05	8/17/05	9/14/05	8/17/05	10/4/05	10/4/05	9/4/06	5/3/06	10/7/05	Approved & Implemented
31 S1	MSE WALL ADDITIONAL CHANGES	ITEM EWFA EWUP	DEF	\$75,093.00	0.08%	\$2,951,777.07	8,110,262.45	3/18/06	3/24/06	4/11/06	3/24/06	5/3/06	5/3/06	3/24/06	4/14/06	4/19/06	Approved & Implemented. Processed Unilateral.
32	SEG 10 EARLY PUNCHLIST: RELOC WWVD & SBC UTILITIES @ RIVERSIDE AND GALWAY INTERS.	EWLS EWFA	0	\$58,499.35			2nd Original Copy >>>	9/4/07	10/1/07								Approved & Implemented; Revised Trans - 05/2/06.
32 S1	CONSTRUCT RETAINING WALL @ NW RIVERSIDE GALWAY	EWFA	0	\$63,493.35	0.08%	\$3,038,261.42	8,023,778.10	6/8/06	6/23/06	7/5/06	6/22/06	6/30/06	6/30/06	6/4/06	7/10/06	7/14/06	Approved & Implemented. Closed without work.
32 S2	INTERSECTION SIGNALIZATION & DRIVEWAY DESIGN	ITEM EWFA	DEF	\$100,000.00	0.10%	\$3,138,261.42	7,923,778.10	3/18/07	3/24/07	4/11/07	3/24/07	5/3/07	5/3/07	3/24/07	4/14/07	4/19/07	Approved & Implemented
33	REUSE FIBER OPTIC CONDUIT SYSTEM 103C IN SEGMENTS 9 & 11	ITEM ADJ	0	\$6,500.00			Revised >>>	8/31/07	9/11/07	11/27/07	11/27/07	12/27/07	12/27/07	8/31/07	9/11/07	9/11/07	Approved & Implemented
34	DRAINAGE SYSTEM 5A ALIGNMENT MODIFICATION SEG 10	ITEM ACCL	0	\$25,965.00	0.14%	\$3,372,616.36	7,689,423.16	3/20/06	3/21/06	5/3/06	3/21/06	4/6/06	4/6/06	3/20/06	5/3/06	5/31/06	Approved & Implemented
35	ADD WB AUXILIARY LANE & SIGN STRUCTURE CHANGES	ACCL ITEM	0	\$5,177.34			2nd Original Copy >>>	3/27/06	3/29/06	1/10/07	1/31/07	4/6/06	4/6/06	3/27/06	1/31/07	2/5/07	Approved & Implemented
36	PARTIAL OPENING OF 210 FWY - SIERRA TO ADLER	EWFA	0	\$45,000.00	0.03%	\$3,542,360.70	7,519,678.82	9/15/05	9/16/05	9/22/05	9/16/05	9/20/05	9/20/05	9/15/05	9/22/05	9/26/05	Approved & Implemented
36 S1	ADDITIONAL FUNDS TO CCO 36 (PARTIAL OPENING OF 210 AT SIERRA)	EWFA	0	\$45,000.00	0.05%	\$3,587,360.70	7,474,678.82	5/11/07	N/A	N/A							Approved & Implemented
				\$30,000.00	0.03%	\$3,617,360.70	7,444,678.82		5/23/07	<< Approved Copies							Approved & Implemented

CCO NO.	DESCRIPTION (S) = With Supplemental \$	PAY MTD	TIME EXT.	CCO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN.	CONTRACTOR TO FROM	CTFHWA Concurrence TO FROM	SANBAG Approval TO FROM	DATE APPROVED	STATUS/ REMARKS
37	MBGR PER 2004 STANDARD SPECS	NCNC	0	\$0.00				1/3/06	1/19/06 4/3/06	1/19/06 1/27/06	1/19/06 4/4/06	4/5/06	Approved & Implemented
37	MBGR ANCHOR BLOCK AT TRANSITION	BWFA	DEF	\$70,000.00	0.00%	\$3,617,360.70	\$ 7,444,678.82	5/10/07	4/5/06 << Approved Copies 5/14/07 6/11/07	5/14/07 5/14/07	5/14/07 6/11/07	6/18/07	Approved & Implemented
38	CACTUS STREET MODIFICATIONS	BWFA	0	\$20,000.00	0.07%	\$3,687,360.70	\$ 7,374,678.82	2/21/06	3/13/06 4/3/06	4/6/06 3/13/06	3/13/06 4/3/06	4/5/06	Approved & Implemented
38	ADDITIONAL FUNDS	BWFA	0	\$78,004.78	0.08%	\$3,765,365.48	\$ 7,296,674.04	5/11/07	4/5/06 << Approved Copies N/A N/A 5/30/07	5/30/07 5/30/07	5/14/07 5/30/07	5/30/07	Approved & Implemented
39	PEDESTRIAN OPENINGS - 27TH & CALIFORNIA	ACLS	0	\$40,000.00	0.04%	\$3,805,365.48	\$ 7,256,674.04	10/19/05	5/30/07 << Approved Copies 10/25/05 11/14/05	10/25/05 10/30/05	10/19/05 11/21/05	11/21/05	Approved & Implemented
40	HIGHLAND / EASTON PROFILE REVISION	ITEM BWFA	0	\$4,547.58				11/15/05	11/17/06 2/17/06	11/17/05 11/20/05	11/17/05 11/20/05	2/28/06	Approved & Implemented
40	CITY OF RIALTO WATERLINE RELOCATION ON EASTON	BWLS	0	\$9,547.58	0.01%	\$3,821,472.14	\$ 7,240,567.38	3/17/06	3/23/06 5/3/06	4/6/06 3/27/06	3/23/06 5/3/06	5/8/06	Approved & Implemented
40	FIRE DEPARTMENT BLOCK WALL AND IRRIGATION	BWFA	0	\$87,492.15	0.09%	\$3,908,964.29	\$ 7,153,075.23	8/22/06	5/9/06 << Approved Copies N/A N/A 9/29/06	9/29/06 9/29/06	8/22/06 9/13/06	10/2/06	Approved & Implemented
41	INCLUDE FIBER OPTIC AS MOH	NCNC	0	\$0.00	0.04%	\$3,948,964.29	\$ 7,113,075.23	9/27/05	10/2/06 << Approved Copies 9/28/05 9/28/05	9/28/05 11/8/05	9/28/05 9/28/05	9/28/05	Approved & Implemented
42	DELETE PORTIONS OF IRRIGATION CROSSOVERS SEG 9 AND EDGE DRAIN SEG 10	ITEM	0	\$24,050.00	0.00%	\$3,948,964.29	\$ 7,113,075.23	10/28/05	11/15/05 11/30/05	11/15/05 11/17/05	10/28/05 11/30/05	1/9/06	Approved & Implemented
43	CACTUS CHANNEL BASIN EROSION CONTROL FOR SBCFCO	BWAP	0	\$103,227.83	-0.02%	\$3,924,914.29	\$ 7,137,125.23	5/12/06	1/9/06 << Approved Copies 6/23/06 6/28/06	6/23/06 7/24/06	5/12/06 6/23/06	7/24/06	Approved & Implemented
44	DELETE QC/QA FOR ASPHALT CONCRETE	ACUP	0	\$74,103.15	0.10%	\$4,028,142.12	\$ 7,033,897.40	1/5/06	1/11/06 2/28/06	10/28/05 12/20/05	1/5/06 3/2/06	3/15/06	Approved & Implemented
45	SIGN STRUCTURE SPECS CHANGE	ITEM BWAP ACLS	0	\$137,697.10	-0.07%	\$3,954,038.97	\$ 7,108,000.55	11/28/06	12/12/06 3/1/06	12/12/06 3/16/06	11/28/06 3/16/06	3/22/06	Approved & Implemented
46	RETAINING WALL CONCRETE GUTTERS	ACUP	0	\$48,307.00	0.74%	\$4,686,178.87	\$ 6,375,860.65	5/31/06	6/1/06 6/14/06	6/1/06 6/21/06	5/31/06 6/14/06	6/26/06	Approved & Implemented
47	REVISIONS TO DRAINAGE SYSTEM 7- SEG 9	BWFA ITEM	0	\$700,000.00	0.05%	\$4,734,485.87	\$ 6,327,553.65	7/17/06	10/19/06 7/17/06	7/17/06 7/17/06	10/19/06 7/17/06	11/24/07	Approved & Implemented
48	CAJON OH BENT 2 ALTERNATIVE PILE	ITEM BWFA	0	\$730,504.00	0.74%	\$5,465,069.87	\$ 5,596,969.65	3/7/06	3/8/06 4/25/06	3/8/06 4/6/06	3/7/06 4/25/06	5/3/06	Approved & Implemented

San Bernardino Associated Governments
CONTRACT CHANGE ORDER and CONTINGENCY BALANCE LOG

(Updated: 2/5/2008)

CCO NO.	DESCRIPTION (S) = With Supplemental \$	PAY MTD	TIME EXT.	OCO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SGN.	CONTRACTOR		CT/HWA Concurrence		SANBAG Approval		DATE APPROVED	STATUS/REMARKS	
									TO	FROM	TO	FROM	TO	FROM			
49	EXTEND EXISTING ADAMS ST. STORM DRAIN (OASIS) TO EAST OF UPRR RAILWAY	ITEM	0	\$22,308.00	0.02%	\$5,507,472.11	\$ 5,554,567.41	6/19/06	6/23/06	6/30/06	6/23/06	7/24/06	6/23/06	6/23/06	7/14/06	7/14/06	Approved & Implemented
50	CACTUS V-DITCH AND/OUTLET STRUCTURE (CANGELED)	ITEM		\$22,308.00	0.02%				7/14/06	<< Approved Copies							CANGELED WORK INCLUDED IN CCO NO. 49
51	SLOPE PAVING - PEPPER, LILAC & 27TH	ITEM	0	\$0.00	0.00%	\$5,507,472.11	\$ 5,554,567.41	10/2/06	10/11/06	10/11/06	10/11/06	10/11/06	10/11/06	10/11/06	10/11/06	1/22/07	Approved & Implemented
52	LOCAL STREET SIGNS- METAL POSTS IN LIEU OF WOOD	ACUP	0	\$1,328.25	0.17%	\$5,678,448.11	\$ 5,383,591.41	12/20/06	1/9/07	1/9/07	1/9/07	1/9/07	1/9/07	1/9/07	1/9/07	6/26/06	Approved & Implemented
53	SOUNDWALL MASONRY BLOCK SPEC CHANGE	NCNC	0	\$0.00	0.00%	\$5,679,776.36	\$ 5,382,263.16	6/1/06	6/13/06	6/13/06	6/13/06	6/21/06	6/14/06	6/14/06	6/14/06	6/26/06	Approved & Implemented
53	SOUNDWALL MASONRY BLOCK SPEC CHANGE ON BRIDGE STRUCTURES	NCNC	0	\$0.00	0.00%	\$5,679,776.36	\$ 5,382,263.16	5/11/06	5/19/06	5/19/06	5/11/06	5/17/06	6/14/06	5/19/06	5/24/06	5/23/06	Approved & Implemented
54	PREPARE SLOPES @ CACTUS CHANNEL FOR EROSION CONTROL	EWAP	0	\$102,760.65	0.00%	\$5,679,776.36	\$ 5,382,263.16	8/2/06	9/11/06	9/11/06	8/11/06		8/2/06	9/11/06	9/14/06	9/14/06	Approved & Implemented
55	SEG 9 REPAIR DRAINAGE FACILITY AT SW125N & SEG 10 DS-8F	ITEM	0	\$102,760.65	0.10%	\$5,782,537.01	\$ 5,279,502.51	5/25/06	6/23/06	6/23/06	6/23/06	7/24/06	6/23/06	6/29/06	7/24/06	7/24/06	Approved & Implemented
56	ADJUST. FOR CONCRETE GUTTER IN EXCESS OF 125% EE (SEG 10 & 11)	ACUP	0	\$83,742.01	0.08%	\$5,866,279.02	\$ 5,195,760.50	6/26/06	7/14/06	7/14/06	6/29/06	7/24/06	6/26/06	7/10/06	7/14/06	7/14/06	Approved & Implemented
57	MODIFY DRAINAGE @ LILAC/CASHALLA	ITEM	0	\$90,585.00	0.08%	\$5,956,864.02	\$ 5,105,175.50	6/19/06	6/23/06	6/30/06	6/23/06	7/24/06	6/19/06	7/10/06	7/14/06	7/14/06	Approved & Implemented
58	RETAINING WALL 150 BARRIER CLOSURE	EWLS	0	\$115,850.00	0.12%	\$6,072,714.02	\$ 4,989,325.50	12/29/06	1/2/07	1/18/07	1/2/07		12/29/06	1/19/07	2/5/07	2/5/07	Approved & Implemented
59	BIG SWALES FOR BASINS NO. 4, NO. 5, NO. 6	ITEM	DEF	\$2,674.08	0.00%	\$6,075,388.10	\$ 4,986,651.42	6/16/06	6/23/06	6/30/06	6/23/06	7/24/06	6/16/06	6/14/06	7/14/06	7/14/06	Approved & Implemented
60	ELIMINATE PCC DIKE AND SHOULDER BACKING IN SEGMENT 9	ITEM	0	\$82,208.00	0.00%	\$6,075,388.10	\$ 4,986,651.42	8/20/07					8/20/07				CANGELED WORK TRANSFERRED TO CCO NO. 61
61	TEMPORARY TRAFFIC SIGNAL AT EASTON/HIGHLAND	EWFA	0	\$70,000.00	-0.08%	\$5,993,180.10	\$ 5,068,859.42	8/28/06	8/30/06	2/14/07	8/30/06	9/20/06	8/28/06	2/23/07	2/15/07	4/10/07	Approved & Implemented
62	ELIMINATE EDGE DRAIN IN SEGMENT 10	ITEM	0	\$70,276.00	0.07%	\$6,063,456.10	\$ 4,998,583.42	2/23/07	3/5/07	4/6/07	3/5/07		2/23/07	4/6/07	4/10/07	10/30/06	Approved & Implemented
63	INCREASE IN LCB CEMENT CONTENT	ACLS	0	\$142,145.26	-0.07%	\$5,990,997.58	\$ 5,071,041.94	9/5/06	9/6/06	10/12/06	9/6/06		9/6/06	10/12/06	10/30/06	10/30/06	Approved & Implemented
				\$142,145.26	0.14%	\$6,133,142.84	\$ 4,928,896.68	5/8/07	5/8/07	5/21/07	5/8/07		5/8/07	5/21/07	5/30/07	5/30/07	Approved & Implemented
				\$142,145.26	0.14%	\$6,133,142.84	\$ 4,928,896.68	6/21/07	7/6/07	7/6/07	6/25/07		6/21/07	7/11/07	8/8/07	8/8/07	Approved & Implemented

CCO NO.	DESCRIPTION (S) = With Supplemental \$	PAY MTD	TIME EXT.	CCO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN	CONTRACTOR TO FROM	CTFHWA Concurrence TO FROM	SANBAG Approval TO FROM	DATE APPROVED	STATUS/ REMARKS
64	ADD WORK FROM STATE STREET STORM DRAIN	EWFA EWUP EWLS	0	\$10,000.00 \$1,042,122.36 \$77,152.80				11/30/06	12/4/06 12/14/06 12/22/07	12/1/06	12/4/06 12/14/06 1/22/07	1/22/07	Approved & Implemented
65	CONCRETE/SPILLWAYS & PARKWAY GULVERTS (CANCELED)			\$1,129,275.16 \$0.00 \$0.00	1.14%	\$7,262,418.00	\$ 3,799,621.52		1/22/07	<< Approved Copies			CANCELED WORK (CANCELED)
66	JUST IN TIME TRAINING (JITT)	EWLS	0	\$0.00 \$505.00	0.00%	\$7,262,418.00	\$ 3,799,621.52	12/18/06	12/18/06 12/22/06	12/18/06 12/18/06	12/18/06 12/22/06	12/28/06	Approved & Implemented
67	FURNISH STREET AND ROADSIDE SIGN PANELS	EWFA	0	\$505.00 \$7,500.00	0.00%	\$7,262,923.00	\$ 3,799,116.52	12/28/06	1/3/07 4/6/07	1/4/07	1/3/07 4/10/07	4/10/07	Approved & Implemented
68	EASTON SQUARE APARTMENTS ALL WEATHER SURFACING	EWFA	0	\$7,500.00 \$35,000.00	0.01%	\$7,270,423.00	\$ 3,791,616.52	12/13/06	4/10/07 12/20/06	12/20/06	12/26/06 1/2/07	12/28/06	Approved & Implemented
69	AC PRICE INDEX FLUCTUATION (Partial)	ACUP	0	\$35,000.00 \$308,693.17	0.04%	\$7,205,423.00	\$ 3,756,616.52	4/12/07	4/30/07 5/21/07	4/30/07	4/30/07 9/19/07	9/19/07	Approved & Implemented - Unilateral Approval
69 S1	AC PRICE INDEX FLUCTUATION (Complete)	ACUP	0	\$92,459.51 \$92,459.51 \$75,000.00	0.31%	\$7,614,116.17	\$ 3,447,923.35	2/1/08	2/1/08 2/4/08	(REFUSED TO SIGN) << Approved Copies	2/4/08	2/4/08	Approved & Implemented - Unilateral
70	SBCFCD PUNCH LIST METHACRYLATE	EWFA	0	\$92,459.51 \$75,000.00	0.09%	\$7,706,575.68	\$ 3,355,463.84	12/21/06	12/22/06 1/2/07	12/22/06	12/27/06 1/2/07	12/28/06	Approved & Implemented
71	SSSD REVISIONS AT HIGHLAND/CALIFORNIA	ITEM EWFA EWAP	DEF	\$75,000.00 -\$37,689.32 \$75,000.00 \$145,361.81	0.08%	\$7,781,575.68	\$ 3,280,463.84	4/16/07	4/24/07 5/22/07	4/24/07 6/11/07	4/24/07 9/19/07	9/19/07	Approved & Implemented
71 S1	ADDITIONAL FUNDS	EWFA	DEF	\$182,662.49 \$145,000.00	0.18%	\$7,964,238.17	\$ 3,097,801.35	10/25/07	9/19/07 N/A	<< Approved Copies	10/25/07 11/19/07	11/19/07	Approved & Implemented
71 S2	ADDITIONAL FUNDS	EWFA	DEF	\$145,000.00 \$150,000.00	0.15%	\$8,109,238.17	\$ 2,952,801.35	1/14/08	11/19/07 N/A	<< Approved Copies	1/14/08 1/23/08	1/23/08	Approved & Implemented
71 S3	TIME ADJUSTMENT	ADJ	117	\$150,000.00 \$0.00	0.15%	\$8,259,238.17	\$ 2,802,801.35	1/14/08	1/23/08 1/29/08	<< Approved Copies	1/14/08 1/29/08	2/3/08	Approved & Implemented
72	SEGMENT 10 BRIDGE SIGN ELIMINATION	ITEM EWFA	0	\$0.00 -\$26,235.00 \$2,000.00	0.00%	\$8,259,238.17	\$ 2,802,801.35	12/21/06	2/4/08 12/22/06	<< Approved Copies	1/22/07 2/22/07	1/22/07	Approved & Implemented
73	MUSGOY UNDERPASS TEMPORARY SUPPORT (CANCELED)	ACFA ACUP	DEF	-\$24,235.00 \$0.00	-0.02%	\$8,235,003.17	\$ 2,827,036.35	1/24/07	1/29/07 2/9/07	<< Approved Copies	1/24/07 1/29/07	1/29/07	CANCELED WORK (CANCELED)
74	HUB BUILDING ENVIRONMENTAL CONTROLLER	ACLS	0	\$0.00 \$6,505.62	0.00%	\$8,235,003.17	\$ 2,827,036.35	4/27/07	5/1/07 5/3/07	<< Approved Copies	4/27/07 5/1/07	5/15/07	Approved & Implemented
75	SEG 10, DS-8A AND 8E REVISIONS	ITEM	0	\$6,505.62 \$5,543.50	0.01%	\$8,241,508.79	\$ 2,820,530.73	9/16/07	5/16/07 9/20/07	<< Approved Copies	5/16/07 9/17/07	9/11/07	Approved & Implemented - Unilateral Approval
				\$5,543.50	0.01%	\$8,247,052.29	\$ 2,814,987.23	9/12/07	<< Approved Copies				

San Bernardino Associated Governments
CONTRACT CHANGE ORDER and CONTINGENCY BALANCE LOG

(Updated: 2/5/2008)

CCO NO.	DESCRIPTION (S) = With Supplemental \$	PAY MTD	TIME EXT.	OCO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN.	CONTRACTOR TO FROM	CTIFHWA Concurrence TO FROM	SANBAG Approval TO FROM	DATE APPROVED	STATUS/REMARKS
76	ISL FIXTURES IN LIEU OF MERCURY VAPOR @ STATE ST UC (Seg. 11 E) BR. MTD SIGNS	EWLS	DEF	\$1,317.15				3/8/07	3/12/07 3/24/07	3/12/07	3/8/07 3/12/07	3/27/07	Approved & Implemented
77	ELIMINATE MUSCOY UNDERPASS RETROFIT	ITEM	35	\$1,317.15	0.00%	\$8,248,369.44	\$ 2,813,670.08		3/28/07 << Approved Copies				
78	INSTALL 103C ON MIRAMONTE UC	EWFA	DEF	\$594,300.00	-0.05%	\$7,654,069.44	\$ 3,407,970.08	3/7/07	3/7/07 4/24/07	3/7/07	3/7/07 4/30/07	4/28/07	Approved & Implemented
79	SEGMENT 10, MBGR AT WB HIGHLAND OC APPROACH	ITEM EWFA	0	\$15,000.00				3/8/07 3/28/07	3/7/07 4/6/07	3/7/07 3/12/07	3/12/07 3/28/07	4/10/07	Approved & Implemented
80	GROUT ALL PULLBOXES	EWLS EWFA	DEF	\$51,179.00	0.05%	\$7,705,248.44	\$ 3,341,791.08	3/29/07	3/29/07 5/21/07	?	3/29/07 5/21/07	5/30/07	Approved & Implemented
81	EARLY 11 PUNCHLIST ITEMS	NCNC	0	\$0.00				3/16/07	3/20/07 3/26/07	3/20/07	3/20/07 4/1/07	4/2/07	Approved & Implemented
81 S1	EARLY 11 BRIDGE PUNCHLIST ITEMS	EWLS	0	\$10,000.00	0.00%	\$7,753,223.44	\$ 3,308,816.08	3/28/07	3/29/07 4/3/07		3/28/07 4/4/07	4/4/07	Approved & Implemented
82	FRISBEE PARK - ACACIA CUL-DE-SAC DRAINAGE MODIFICATIONS	EWFA	0	\$10,000.00	0.01%	\$7,763,223.44	\$ 3,298,816.08	3/30/07	3/29/07 4/4/07		3/29/07 4/4/07	4/30/07	Approved & Implemented
83	COMPLETE I-210/ SIERRA INTERCHANGE & SOUNDWALL; REMOVE EASTON SLIVER RAMP.	EWLS EWFA	DEF	\$44,384.23	0.03%	\$7,788,223.44	\$ 3,273,816.08	4/26/07	4/30/07 5/18/07	4/30/07	4/26/07 5/21/07	5/29/07	Approved & Implemented
84	MUSCOY UNDERPASS ENGINEERING COSTS AND AC BLOCKOUTS	ITEM ADJ	0	\$349,384.23	0.35%	\$8,137,607.67	\$ 2,924,431.85	8/24/07	8/27/07 8/31/07	8/27/07	8/24/07 8/31/07	9/18/07	Approved & Implemented * FHWA Request
85	SLOPE PAVING @ RIVERSIDE BRIDGE ABUTMENT NO.1	ITEM EWFA	0	\$219,846.17	0.22%	\$8,357,453.84	\$ 2,704,585.68	4/17/07	4/24/07 5/11/07	4/24/07	4/17/07 5/11/07	6/18/07	Approved & Implemented * FHWA Request
86	LILAC NORTH NEW WALLS	EWFA	DEF	\$84,510.00	0.09%	\$8,441,963.84	\$ 2,620,075.68	5/14/07	5/14/07 5/30/07	5/14/07	5/14/07 5/30/07	6/11/07	Approved & Implemented
87	ELIMINATE FIBER OPTIC MAINTENANCE & OPERATIONS TRAINING	ITEM	0	\$32,000.00	0.03%	\$8,473,963.84	\$ 2,588,075.68	5/10/07	5/14/07 5/30/07	5/14/07	5/10/07 5/30/07	6/11/07	Approved & Implemented
88	SEGMENT 11 FLAT WORK	EWFA	DEF	\$46,000.00	-0.05%	\$8,519,963.84	\$ 2,542,075.68	6/15/07	6/19/07 6/26/07	6/19/07	6/15/07 6/26/07	7/2/07	Approved & Implemented
89	SUPPORT THE JUNE 23RD CELEBRATION	EWFA	0	\$20,000.00	0.02%	\$8,539,963.84	\$ 2,522,075.68	5/31/07	6/15/07 6/19/07	6/15/07	5/31/07 6/19/07	6/18/07	Approved & Implemented
90	ADDITIONAL EQUIPMENT FOR HUBITOS CABINET AND ADDITIONAL SPLICING	ACLS	0	\$10,000.00	0.01%	\$8,549,963.84	\$ 2,512,075.68	6/4/07	6/11/07 6/15/07	6/11/07	6/4/07 6/15/07	6/18/07	Approved & Implemented
91	ELECTRICAL INTERCONNECT MAGV. STATE & STATE-GAULFORDIA (CANCELED)	EWFA	DEF	\$79,171.95	0.08%	\$8,629,135.79	\$ 2,524,903.73		6/19/07 << Approved Copies				CANCELED Work Returned on CCO
				\$0.00	0.00%	\$8,637,135.79	\$ 2,524,903.73		<< Approved Copies				

(Updated: 2/5/2008)

[illegible]

NOTES:

* Includes Supplemental Funds & SANBAG Furnished Materials

SUMMARY OF OVERRUNS FOR ACTIVE ITEMS & CCO WORK

SUMMARY OF OVERRUNS FOR ACTIVE ITEMS & CCO WORK						
ITEM NO.	\$ Overrun	\$ Balance	CCO NO.	\$ Overrun	\$ Balance	Total Overrun
		-\$11,646.44			-528,445.36	-\$540,091.80
A013			1.SI.52			As of Est. 37 (01/20/08)
A019			2.SI			
A020			3			

02/02/2024

\$1,059,329.02

CCO NO.	DESCRIPTION	PAY MTD	TIME EXT.	CCO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN.	CONTRACTOR		CT		SANBAG Approval		DATE APPROVED	STATUS/REMARKS
									TO	FROM	TO	FROM	TO	FROM		
*CONTINGENCY & SUPPLEMENTAL WORK BUDGET >>> \$3,619,846.00																
1	MAINTAIN ROADWAY AND TRAFFIC CONTROL ...	EWFA	0	\$35,000.00				11/08/05	11/10/05	11/28/05	11/10/05	12/02/05	12/07/05	01/18/06	Contract Bid Amount >>	\$41,698,558.70
										<< Approved Copies					01/18/06	Approved & Implemented
1S1	RESTRIPE I-10 EB (4-FT SHIFT) - MAINTAIN ROADWAY/TRAFFIC	EWLS	0	\$35,000.00	0.08%	\$35,000.00	\$ 3,584,846.00	09/28/06	09/28/06	10/17/06			10/18/06	12/11/06	12/11/06	Approved & Implemented
										<< Approved Copies						Approved & Implemented
1S2	ADDITIONAL FUNDS (CCO #1)	EWFA	0	\$33,600.00	0.08%	\$68,600.00	\$ 3,551,246.00	02/01/07			02/08/07		02/08/07	02/14/07	02/14/07	Approved & Implemented
										<< Approved Copies						Approved & Implemented
2	TRAINING	ACUP	0	\$25,000.00	0.08%	\$93,600.00	\$ 3,526,246.00	11/08/05	11/10/05	12/29/05	11/10/05	12/02/05	12/07/05	01/18/06	01/18/06	Approved & Implemented
										<< Approved Copies						Approved & Implemented
3	MAINTAIN EXISTING ELECTRICAL SYSTEMS	EWFA	0	\$9,800.00	0.02%	\$102,400.00	\$ 3,517,446.00	11/09/05	11/10/05	11/28/05	11/10/05	12/02/05	12/07/05	01/18/06	01/18/06	Approved & Implemented
										<< Approved Copies						Approved & Implemented
3S1	ADDITIONAL FUNDS	EWFA	0	\$10,000.00	0.02%	\$112,400.00	\$ 3,507,446.00	05/18/06	05/23/06		05/18/06	05/15/06	05/18/06	05/23/06	05/23/06	Approved & Implemented
										<< Approved Copies						Approved & Implemented
4	MAINTAIN EXISTING IRRIGATION SYSTEMS	EWFA	0	\$20,000.00	0.05%	\$132,400.00	\$ 3,487,446.00	11/09/05	11/10/05	11/28/05	11/10/05	12/02/05	12/07/05	01/18/06	01/18/06	Approved & Implemented
										<< Approved Copies						Approved & Implemented
4-S1	ADDITIONAL FUNDS	EWFA	0	\$30,000.00	0.07%	\$162,400.00	\$ 3,457,446.00	05/18/06	05/23/06		05/18/06	05/30/06	05/18/06	05/23/06	05/23/06	Approved & Implemented
										<< Approved Copies						Approved & Implemented
4-S2	ADDITIONAL FUNDS	EWFA	0	\$30,000.00	0.07%	\$192,400.00	\$ 3,457,446.00	09/13/07	n/a	09/20/07	09/13/07		09/13/07	09/18/07	09/18/07	Approved & Implemented
																Approved & Implemented
5	GRAFFITI REMOVAL	EWFA	0	\$55,000.00	0.13%	\$247,400.00	\$ 3,402,446.00	11/09/05	11/10/05	11/28/05	11/10/05	12/02/05	12/07/05	01/18/06	01/18/06	Approved & Implemented
										<< Approved Copies						Approved & Implemented
6	REVISED CL PROFILE	EWFA	0	\$10,000.00	0.02%	\$257,400.00	\$ 3,392,446.00	02/13/06	02/13/06	02/21/06	02/13/06	02/20/06	03/01/06	04/04/06	04/04/06	Approved & Implemented
										<< Approved Copies						Approved & Implemented
7	ADDITIONAL ABESTOS ABATEMENT (8 BRIDGES)	EWFA	0	\$12,000.00	0.02%	\$267,400.00	\$ 3,382,446.00	11/21/05	11/21/05	11/28/05	11/21/05	12/01/05	02/16/06	03/01/06	03/01/06	Approved & Implemented
										<< Approved Copies						Approved & Implemented
8	ENCROACHMENT PERMIT FEE	EWLS	0	\$5,350.00	0.03%	\$279,400.00	\$ 3,370,446.00	11/20/05	12/02/05	12/08/05	12/02/05	04/04/06	02/16/06	03/01/06	03/01/06	Approved & Implemented
										<< Approved Copies						Approved & Implemented
9	LOW EXPANSION MATERIALS	ACLS	0	\$350.00	0.01%	\$284,750.00	\$ 3,365,096.00	01/08/06	01/10/06	01/18/06	01/10/06	04/04/06	02/16/06	03/01/06	03/01/06	Approved & Implemented
										<< Approved Copies						Approved & Implemented
10	SALVAGE BRIDGE RAILING (2000 LF)	ACLS	0	\$85,093.00	-0.20%	\$199,657.00	\$ 3,450,189.00			<< Approved Copies						Approved & Implemented
										<< Approved Copies						PENDING cost proposal by ATKIN

(Updated: 2/5/2008)

San Bernardino Associated Governments
CONTRACT CHANGE ORDER and CONTINGENCY BALANCE LOG

I-10 Median Mixed-Flow Lane Addition
Contract No. 06-001

COO NO.	DESCRIPTION	PAY MTD	TIME EXT.	COO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN.	CONTRACTOR TO FROM	CT TO FROM	SANBAG Approval TO FROM	DATE APPROVED	STATUS/REMARKS
11	SALVAGE MBGR (including THRIE BEAM) (Closed at NO COST)	ACLS	0	\$0.00									CLOSED at NO COST
12	SWPPP MAINTENANCE SHARING	EWFA	0	\$33,300.00	0.00%	\$219,658.00	\$ 3,430,188.00	01/10/06	<< Approved Copies 01/10/06	01/10/06	02/16/06	03/01/06	Approved & Implemented
13	ELECTRICAL CHANGES BY CALTRANS	ACLS		\$33,300.00	0.08%	\$252,958.00	\$ 3,396,888.00	10/23/06	<< Approved Copies 01/02/07	01/04/07	01/04/07	01/07/07	Approved & Implemented
14	ADDITIONAL CONCRETE REMOVAL - DSC	EWLS	0	\$6,323.10	0.02%	\$259,281.10	\$ 3,390,564.90	06/23/06	<< Approved Copies 07/06/06	06/23/06	07/07/06	07/14/06	Approved & Implemented
15	ELECTRICAL & WATER METER SERVICE INSTALLATION & PERMIT FEES	ACLS EWLS	0	\$7,620.00	0.02%	\$266,911.10	\$ 3,382,944.90	04/19/06	<< Approved Copies 04/21/06	04/19/06	05/02/06	05/04/06	Approved & Implemented
15S1	INSTALL ADDITIONAL CONDUIT CROSSING FOR IRRIGATION CONTROLLERS	EWUP		\$3,624.30	0.07%	\$297,536.10	\$ 3,352,309.90	10/31/06	<< Approved Copies 02/20/07	02/13/07	02/13/07	02/20/07	Approved & Implemented
16	PIER WALL - TEMPORARY BRACING	ACLS	0	\$3,624.30	0.01%	\$301,160.40	\$ 3,348,685.60	04/14/06	<< Approved Copies 04/14/06	04/14/06	05/02/06	05/04/06	Approved & Implemented
17	CITRUS ABUT FOOTING	ACLS	0	\$5,316.00	0.01%	\$306,476.40	\$ 3,343,369.60	05/11/06	<< Approved Copies 05/11/06	05/11/06	05/19/06	05/23/06	Approved & Implemented
18	ANDERSON DRILLING - DIFFERING SITE CONDITIONS	ACLS	0	\$9,882.00	0.02%	\$316,358.40	\$ 3,333,487.60		<< Approved Copies				CLOSED at NO COST
19	CHURCH ST UC - FALSEWORK CHANGES (Closed at NO COST)	ACLS	0	\$0.00	0.00%	\$316,358.40	\$ 3,333,487.60	04/14/06	<< Approved Copies 04/14/06	04/14/06	05/02/06	05/04/06	Approved & Implemented
20	"REVISED" STAGE 3 - TRAFFIC HANDLING PLANS (NO COST Change)	No Cost	0	\$4,000.00	0.01%	\$320,358.40	\$ 3,329,487.60	09/20/06	<< Approved Copies 09/20/06	09/20/06	09/25/06	10/02/06	Approved & Implemented
21	TEMPORARY SUPPORTS DELETION	ACLS	0	\$0.00	0.00%	\$320,358.40	\$ 3,329,487.60	10/20/06	<< Approved Copies 10/31/06	10/31/06	10/31/06	11/09/06	Approved & Implemented
22	SUPPLEMENTAL LANDSCAPE MAINTENANCE (PE)	EWUP	0	-\$25,437.00	-0.08%	\$294,921.40	\$ 3,354,924.60	06/29/06	<< Approved Copies 08/03/06	08/04/06	08/04/06	10/24/06	Approved & Implemented
				\$25,830.00		\$320,751.40	\$ 3,329,094.60	10/03/06	<< Approved Copies 10/09/06	10/16/06	10/16/06	10/24/06	Approved & Implemented

I-10 Median Mixed-Flow Lane Addition
 Contract No. 06-001

San Bernardino Associated Governments

CONTRACT CHANGE ORDER and CONTINGENCY BALANCE LOG

(Updated: 2/5/2008)

CCO NO.	DESCRIPTION	PAY MTD	TIME EXT.	CCO AMOUNT	%	TO DATE AMOUNT	CONTINGENCY BALANCE	R.E. SIGN.	CONTRACTOR TO	FROM	CT TO	FROM	SANBAG Approval TO	FROM	DATE APPROVED	STATUS/REMARKS
23	MISCELLANEOUS STRUCTURAL FIELD CHANGES	EWFA	0	\$10,000.00				08/10/06	08/10/06	08/21/06	08/10/06	08/10/06	08/22/06	09/14/06	09/04/06	Approved & Implemented
23S1		EWFA	0	\$10,000.00	0.02%	\$330,751.40	\$ 3,319,094.60	04/17/07	05/01/07	<< Approved Copies not requ	04/22/07	04/24/07	04/27/07		04/27/07	Approved & Implemented
23S2		EWFA	0	\$15,000.00	0.04%	\$335,751.40	\$ 3,314,094.60	11/27/07	11/30/07	<< Approved Copies not requ	11/27/07	11/28/07	11/27/07	11/28/07	11/27/07	Approved & Implemented
24	CHANGE TO #19 REBAR COUPLER FROM #16 REBARS AT CLOSURE POURS (Closed at NO COST)	ACLS	0	\$0.00	0.05%	\$350,751.40	\$ 3,299,094.60			<< Approved Copies						CLOSED at NO COST
25	MISC. PCC PAVING FIELD CHANGES	ITEMS	0	\$0.00	0.00%	\$350,751.40	\$ 3,299,094.60	04/23/07	04/23/07	<< Approved Copies					10/16/07	Approved & Implemented
		ACLS	0	\$5,857.81												
		EWFA	0	\$5,000.00	0.01%	\$353,091.67	\$ 3,296,754.33	10/23/06	10/24/06	11/06/06	10/24/06	10/30/06	11/09/06	11/16/06	12/06/06	Approved & Implemented
26	CONFINED SPACE ENTRY - LOOKOUT PERSON	EWFA	0	\$10,000.00				10/23/06	10/24/06	11/06/06	10/24/06	10/30/06	11/09/06	11/16/06	12/06/06	Approved & Implemented
27	SUBSTITUTE 75% min BUTT WELDS WITH MECHANICAL SERVICE SPLICES	ACLS	0	\$0.00	0.02%	\$363,091.67	\$ 3,286,754.33	10/23/06	10/24/06	11/06/06	10/24/06	10/30/06	11/09/06	11/16/06	12/06/06	Approved & Implemented
28	JITT FOR PCC PAVING (50% shared cost excludes mark-ups)	EWFA	0	\$4,500.00				11/28/06	11/28/06	12/05/06	12/06/06	12/07/06	12/06/06	11/16/06	12/06/06	Approved & Implemented
29	STRUCTURE APPROACH SLAB MISC DETAIL REVISIONS	ACLS	0	\$0.00	0.01%	\$367,591.67	\$ 3,282,254.33			<< Approved Copies						CLOSED at NO COST
30	SCE SERVICE FEES (Closed at NO COST)	EWFA	0	\$3,000.00	0.00%	\$367,591.67	\$ 3,282,254.33	07/27/07	07/27/07	10/09/07			10/10/07	10/16/07	10/16/07	Approved & Implemented
31	MISC DRAINAGE CHANGES	EWFA	0	\$3,000.00	0.01%	\$370,591.67	\$ 3,279,254.33	05/11/07	05/11/07	06/25/07	05/11/07		06/29/07	07/03/07	07/03/07	Approved & Implemented
32	SOUNDWALL BLOCKS - WEIGHT LIMITATIONS	No Cost	0	\$15,000.00	0.04%	\$385,591.67	\$ 3,264,254.33	06/11/07	06/11/07	06/29/07	06/11/07		06/29/07	07/03/07	07/03/07	Approved & Implemented
32S1		No Cost	0	\$0.00	0.00%	\$385,591.67	\$ 3,264,254.33	08/23/07	08/24/07	08/30/07			09/04/07	09/04/07	09/04/07	Approved & Implemented
33		EWFA	0	\$20,000.00	0.00%	\$385,591.67	\$ 3,264,254.33	06/21/07	06/21/07	06/27/07	06/21/07		06/29/07	07/03/07	07/03/07	Approved & Implemented
34	ADD DS 36 AND OTHER DRAINAGE CHANGES	ITEM FA	0	\$24,549.00		\$405,591.67	\$ 3,244,254.33	08/07/07	08/07/07	09/18/07		09/18/07	09/18/07	09/18/07	09/18/07	Approved & Implemented
35	SW 168 DIFFERING SITE CONDITION	Estimated		\$34,549.00	0.06%	\$440,140.67	\$ 3,209,705.33			<< Approved Copies						PENDING cost proposal by ATKIN
36	REMOVE AND REPLACE DTS	ITEM	0	\$8,825.00	0.12%	\$490,140.67	\$ 3,159,705.33	08/23/07	08/24/07	08/30/07	09/04/07		09/04/07	09/04/07	09/04/07	Approved & Implemented
				\$8,825.00	0.02%	\$498,965.67	\$ 3,150,880.33			<< Approved Copies						

(Updated: 2/5/2008)

[illegible]

SR 210 HWY PLANTING Seg 3
CHANGE ORDER and CONTINGENCY BALANCE LOG

EA: 08-1A2804, 08-1A2808L
 SANBAG CONT. NO.: 06-064
 RTE: 08-SBD-210-4.3 / 10.3
 STPL-6053(069)

CCO NO.	DESCRIPTION	PAY METHOD	TIME EXT.	CCO AMOUNT	TO DATE AMOUNT	CONTINGENCY BALANCE	RE SIGN.	CONTRACTOR		SANBAG (Appr.)		SANBAG (Trans.)		DATE APPR.	STATUS/ REMARKS
								TO	FROM	TO	FROM	TO	FROM		
*CONTINGENCY BUDGET \$ 495,151.26															
1	CONSTRUCTION AREA SIGNS	NCNC	0	\$ -	\$ -	\$ 495,151.26	7/26/2006	7/27/2006	8/25/2006	8/30/2006	8/31/2006	8/31/2006	8/31/2006	8/31/2006	CCO APPROVED
	Approved Copies to:							8/31/2006		8/31/2006		8/31/2006			
2	IRRIGATION SLEEVE CROSSOVER PIPE SUBSTITUTION	NCNC	0	\$ -	\$ -	\$ 495,151.26	11/7/2006	11/7/2006	12/5/2006	12/5/2006	12/12/2006	12/12/2006	12/12/2006	12/12/2006	CCO APPROVED
	Approved Copies to:							12/12/2006							
3	GARDEN WALL VINE HOLES AND BLOCK	AUP	0	\$ 6,945.77	\$ 6,945.77	\$ 488,205.49	12/14/2006	12/15/2006	12/19/2006	12/19/2006	1/10/2007	12/19/2006	1/10/2007	1/10/2007	CCO APPROVED Paid Estimate No. 08
	Approved Copies to:							1/11/2007							
4	IRRIGATION CROSSOVER EXTENSION AT CARNELIAN	APLS	0	\$ 2,300.00	\$ 9,245.77	\$ 485,905.49	12/14/2006	12/15/2006	12/19/2006	12/19/2006	12/21/2006	12/19/2006	12/21/2006	12/21/2006	CCO APPROVED Paid Estimate No. 05
	Approved Copies to:							12/21/2006							
5	ADDITION OF PRESSURE REGULATORS	AUP	0	\$ 3,675.00	\$ 12,920.77	\$ 482,230.49	1/30/2007	1/30/2007	2/6/2007	2/6/2007	2/9/2007	2/9/2007	2/9/2007	2/9/2007	CCO APPROVED Paid Estimate No. 08
	Approved Copies to:							2/9/2007							
6	IRRIGATION CROSSOVERS: BERYL/AMETHYST/MVP	APLS	0	\$ 7,318.00	\$ 20,238.77	\$ 474,912.49	2/6/2007	2/7/2007	2/20/2007	2/20/2007	2/21/2007	2/21/2007	2/21/2007	2/21/2007	CCO APPROVED Paid Estimate No. 08
	Approved Copies to:							2/22/2007							
6 S1	ADD'L CROSSOVER WORK AT ARCHIBALD OC	EWFA	0	\$ 5,000.00	\$ 25,238.77	\$ 469,912.49	4/17/2007	4/24/2007	4/24/2007	4/25/2007	4/30/2007	4/25/2007	4/30/2007	4/30/2007	CCO APPROVED
	Approved Copies to:							4/30/2007							
7	CONCRETE CUTTING AND REMOVALS AT GARDEN WALL	APLS EWFA	0	\$ 3,100.00 \$ 6,900.00	\$ 35,238.77	\$ 459,912.49	2/15/2007	2/15/2007	2/20/2007	2/20/2007	2/21/2007	2/21/2007	2/21/2007	2/21/2007	CCO APPROVED Paid Estimate No. 08
	Approved Copies to:							2/22/2007							
8	INSTALLATION OF IRRIGATION PUMPS AT SYSTEM F & G	APLS EWFA		\$ 34,257.41 \$ 5,000.00	\$ 74,496.18	\$ 420,655.08	7/2/2007	7/10/2007	7/10/2007	7/10/2007	7/26/2007	7/10/2007	7/26/2007	7/26/2007	CCO APPROVED Paid APLS Est. 10
	Approved Copies to:							7/26/2007							
9	ROCK REMOVAL	APLS	0	\$ 11,281.39	\$ 85,777.57	\$ 409,373.69	5/2/2007	5/2/2007	5/8/2007	5/8/2007	5/16/2007	5/8/2007	5/16/2007	5/16/2007	CCO APPROVED Paid Estimate No. 13
	Approved Copies to:							5/17/2007							
10	REPAIRING/MASONRY BLOCK-WALL - HIGHLAND AVE, BERYL-TO-BELLMAN	DELETED	0	\$ -	\$ 85,777.57	\$ 409,373.69	-	-	-	-	-	-	-	-	CCO DELETED Work will proceed per plan 6/19/07
	Approved Copies to:														
11	BUBBLERS	AUP	0	\$ 162.35	\$ 85,939.92	\$ 409,211.34	7/6/2007	7/10/2007	7/10/2007	7/10/2007	7/26/2007	7/10/2007	7/26/2007	7/26/2007	CCO APPROVED Paid Estimate No. 14
	Approved Copies to:							7/26/2007							
12	DELETE BID ITEM NO. 24 - HEADER BOARD	ITEM	0	\$ (10,176.00)	\$ 75,763.92	\$ 419,387.34	6/6/2007	6/6/2007	6/18/2007	6/18/2007	6/20/2007	6/18/2007	6/20/2007	6/20/2007	CCO APPROVED No Payment Made to item
	Approved Copies to:							6/20/2007							

EA: 08-1A2804, 08-1A2808L
 SANBAG CONT. NO.: 06-064
 RTE.: 08-SBD-210-6.3/10.3
 STPL-6053(069)

SR 210 HWY PLANTING Seg 3
 CHANGE ORDER and CONTINGENCY BALANCE LOG

CCO NO.	DESCRIPTION	PAY METHOD	TIME EXT.	CCO AMOUNT	TO DATE AMOUNT	CONTINGENCY BALANCE	RE SIGN.	CONTRACTOR TO FROM	SANBAG (Appr.) TO FROM	SANBAG (Trans.) TO FROM	DATE APPR.	STATUS/REMARKS
13	FLOW SENSOR INSTALLATION	DELETED	0	\$ -	\$ 75,763.92	\$ 419,387.34	-	-	-	-	-	CCO DELETED
	Approved Copies to:											
14	ADDITION OF SINGLE COMPOSITE GATE AT GARDEN WALL	ITEM	0	\$ 1,555.00	\$ 77,318.92	\$ 417,832.34	7/6/2007	7/10/2007	7/26/2007	7/26/2007	7/26/2007	CCO APPROVED Paid Estimate No. 016
	Approved Copies to:											
15	CONSTRUCT WOOD FENCE	AUP	0	\$ 12,368.40	\$ 89,687.32	\$ 405,463.94	1/22/2008					CCO IN PROCESS
	Approved Copies to:											
16	ROCK REMOVAL DUE TO PLANTING OPERATIONS	APLS	0	\$ 6,327.28	\$ 96,014.60	\$ 399,136.66	12/18/2007	1/8/2008	1/16/2008	1/17/2008	1/17/2008	CCO APPROVED
	Approved Copies to:											
17	ACACIA BAILEYANA 'PURPUREA' COLOR	AUP NCNC	0 0	\$ 3,307.33 -	\$ 99,321.93	\$ 395,829.33	10/3/2007	10/9/2007	1/16/2008	1/17/2008	1/17/2008	CCO APPROVED
	Approved Copies to:											
18	WATER COST ADJUSTMENT	ADJ. COMP.	0	\$ -	\$ 99,321.93	\$ 395,829.33		1/18/2008				CCO PENDING
	Approved Copies to:											
19	HINGE REPLACEMENT ON DOUBLE GATES @ GARDEN WALL	EWFA	0	\$ 2,500.00	\$ 101,821.93	\$ 393,329.33	1/22/2008					CCO IN PROCESS
	Approved Copies to:											
20	PLANTING BACKFILL @ DITCH	EWFA	0	\$ 1,500.00	\$ 103,321.93	\$ 391,829.33	1/22/2008					CCO IN PROCESS
	Approved Copies to:											
21	REPLACE BROKEN PULL BOXES	APLS	0	\$ 432.00	\$ 103,753.93	\$ 391,397.33						CCO PENDING
	Approved Copies to:											
ITEM OVER RUN**					\$ -							
TOTAL TO DATE >>>>>>>>					\$ 103,753.93	\$ 417,832.34						

NOTES: * Includes Supplemental Funds & SANBAG Furnished Materials

ITEM No.	\$ Overrun	\$ Balance
	\$ -	\$ -
	\$ -	\$ -
	\$ -	\$ -
	\$ -	\$ -

SR 210 HWY PLANTING Seg 4
CHANGE ORDER and CONTINGENCY BALANCE LOG

EA: 08-1A2814, 08-1A2818L
SANBAG CONT. NO.: 06-065
RTE.: 08-SBD-210-10.3 / 13.4
STPL-6053(070)

CCO NO.	DESCRIPTION	PAY METHOD	TIME EXT.	CCO AMOUNT	TO DATE AMOUNT	CONTINGENCY BALANCE	RE SIGN.	CONTRACTOR		SANBAG (Appr.)		SANBAG (Trans.)		DATE APPR.	STATUS/REMARKS
								TO	FROM	TO	FROM	TO	FROM		
*CONTINGENCY BUDGET \$ 338,690.54															
1	CONSTRUCTION AREA SIGNS	NCNC	0	\$ -	\$ -	\$ 338,690.54	7/26/2006	7/27/2006	8/22/2006	10/1/2006	10/5/2006	10/5/2006	10/5/2006	10/5/2006	OCO APPROVED
	Approved Copies to:														
2	ADDITIONAL WATER DEVELOPMENT FEES	APLS	0	\$ 4,215.00	\$ 4,215.00	\$ 334,475.54	10/16/2006	10/19/2006	10/26/2006	10/26/2006	10/26/2006	10/26/2006	10/26/2006	10/26/2006	OCO APPROVED Paid on Est. No. 04
	Approved Copies to:														
3	PRESSURE REGULATOR MASTER VALVES	ADJ. COMP. AUP	0	\$ (622.90)	\$ 5,285.58	\$ 333,404.96	8/16/2007	8/16/2007	8/29/2007	9/5/2007	9/13/2007	9/5/2007	9/13/2007	9/13/2007	OCO APPROVED Credit and Payment Estimate No. 14
	Approved Copies to:	APLS		\$ 1,404.93	\$ 288.55										
4	BUBBLERS	NCNC	0	\$ -	\$ 5,285.58	\$ 333,404.96	6/6/2007	6/6/2007	6/13/2007	6/18/2007	6/20/2007	6/18/2007	6/20/2007	6/20/2007	OCO APPROVED
	Approved Copies to:							9/13/2007							
5	DELETE BID ITEM NO. 21 - HEADER BOARD	ITEM	0	\$ (6,071.00)	\$ (785.42)	\$ 339,475.96	6/6/2007	6/6/2007	6/13/2007	6/18/2007	6/20/2007	6/18/2007	6/20/2007	6/20/2007	OCO APPROVED No payment to item
	Approved Copies to:														
6	IRRIGATION TRENCH SAND CREDIT	ADJ. COMP.	0	\$ (1,600.00)	\$ (2,385.42)	\$ 341,075.96	8/22/2007	8/22/2007	8/29/2007	9/5/2007	9/13/2007	9/5/2007	9/13/2007	9/13/2007	OCO APPROVED Credit Taken Est. 14
	Approved Copies to:							9/13/2007							
7	ROCK REMOVALS	EWFA	0	\$ 25,000.00	\$ 22,614.58	\$ 316,075.96	9/11/2007	9/11/2007	9/11/2007	9/12/2007	9/13/2007	9/12/2007	9/13/2007	9/13/2007	OCO APPROVED
	Approved Copies to:														
8	TIME EXTENSION	TIME	21	\$ -	\$ 22,614.58	\$ 316,075.96	12/18/2007	12/18/2007	12/21/2007	1/23/2008	1/24/2008	1/23/2008	1/24/2008	1/24/2008	OCO APPROVED
	Approved Copies to:							1/25/2008							
9	ACACIA BAILEYANA 'PURPUREA' COLOR	AUP	0	\$ 3,209.56	\$ 25,824.14	\$ 312,866.40	10/3/2007	10/3/2007	10/10/2007	10/15/2007	11/7/2007	10/15/2007	11/7/2007	11/7/2007	OCO APPROVED
	Approved Copies to:	NCNC		\$ -											
10	REMOVAL OF 25MM RCV AND REPLACE WITH 50MM RCV	APLS	0	\$ 3,888.96	\$ 29,713.10	\$ 308,977.44									OCO PENDING
	Approved Copies to:														
11	DELETE CHAIN LINK GATE	ITEM	0	\$ (983.00)	\$ 28,730.10	\$ 309,960.44									OCO PENDING
	Approved Copies to:														
12	IRRIGATION CROSSOVER EXTENSION	APLS	0	\$ -	\$ 28,730.10	\$ 309,960.44									OCO PENDING
	Approved Copies to:														
ITEM OVERRUN**						\$ 15,992.00									
TOTAL TO DATE >>>>>>			21	\$ 29,713.10	\$ 292,985.44										

NOTES: * Includes Supplemental Funds & SANBAG Furnished Materials

**	ITEM No.	\$ Overrun	\$ Balance
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EA: 08-1A2814, 08-1A2818L
 SANBAG CONT. NO.: 06-065
 RTE: 08-SBD-210-10.3 / 13.4
 STPL-6053(070)

SR 210 HWY PLANTING Seg 4
 CHANGE ORDER and CONTINGENCY BALANCE LOG

CCO NO.	DESCRIPTION	PAY METHOD	TIME EXT.	CCO AMOUNT	TO DATE AMOUNT	CONTINGENCY BALANCE	RE SIGN.	CONTRACTOR		SANBAG (Appr.)		SANBAG (Trans.)		DATE APPR.	STATUS/ REMARKS
								TO	FROM	TO	FROM	TO	FROM		
				12	\$ 15,992.00	\$ 15,992.00									
						\$ 15,992.00									
						\$ 15,992.00									
						\$ 15,992.00									

I-215 FIFTH ST OC
CONTRACT No. C07-095

(Updated: 1/30/2008)

39

CCO NO.	DESCRIPTION	PAY	TIME	CCO	TO DATE	CONTINGENCY BALANCE	R.E. SIGN.	CONTRACTOR		CT		SANBAG		DATE APPROVED	STATUS/REMARKS
		MTD	EXT.	AMOUNT				%	AMOUNT	TO	FROM	TO	FROM		

[illegible]

★★

EW	\$114,552.79
AC	\$0.00
BI	<u>-\$4,000.00</u>
	<u>\$110,552.79</u>

(For use towards the job completion)

Updated: 2/6/2008' 2:09 PM

Single Maximum CCO	\$	57,162.80	Cont./Suppl. Balance (Inclusive of CCOs Only) >>>	\$	1,561,351.39
Maximum Cumulative CCOs	\$	129,419.61	Less System Generated Balances (Refer to Proj. Status) >>>	\$	-
Contingency 10%	-	1,690,771.00	Net Cont./Suppl. Fund Balances (Inclusive of CCOs & System Overruns >>>	\$	1,561,351.39
Training	-	-			
Supplemental	-	-			
Contingency + Supplemental	\$	1,690,771.00			

Updated: 02/06/08

State Street Grade Separation Project C07-110

Skanska
Skanska

Bid Contract Amount	\$	15,507,714.00
New Authorized Contract Amount	\$	15,637,133.61
Total CCO Dollar To Date	\$	129,419.61
Total % Increase by CCO's (Over Bid Contract Amount)		0.83 %
Total % Increase by CCO's (Over New Contract Amount)		0.83 %
		(\$0.00)

Minute Action

AGENDA ITEM: 4

Date: February 14, 2008

Subject: Request for future consideration for State Transportation Improvement Program (STIP) funding by the City of Ontario for the proposed I-10 Freeway interchange at Grove Avenue/Fourth Street

Recommendation:* Receive and file letter from Ontario relative to the proposed I-10/Grove Avenue/Fourth Street interchange.

Background: The City of Ontario has requested consideration for STIP funding for the proposed I-10/Grove Avenue/Fourth Street interchange. They were informed by staff that the project is not eligible at this time because the Project Study Report has not been completed, which is a requirement for STIP funding.

They ask that their request be received by the Major Projects Committee.

Financial Impact: None at this time.

Reviewed By: This item will be reviewed by the Majors Projects Committee on February 14, 2008.

Responsible Staff: Sam Racadio, Interim Director of Freeway Construction

*

Approved
San Bernardino Associated Governments
Major Projects Committee

Date: February 14, 2008

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

mpc0802d-sjr
50008000

CITY OF



ONTARIO

303 EAST "B" STREET, CIVIC CENTER

ONTARIO

CALIFORNIA 91764-4105

(909) 395-2000
FAX (909) 395-2070

PAUL S. LEON
MAYOR

JASON ANDERSON
MAYOR PRO TEM

ALAN D. WAPNER
SHEILA MAUTZ
JIM W. BOWMAN
COUNCIL MEMBERS

January 15, 2007

GREGORY C. DEVEREAUX
CITY MANAGER

MARY E. WIRTES, MMC
CITY CLERK

JAMES R. MILHISER
TREASURER

Lawrence Dale, President
San Bernardino Associated Governments
1170 West 3rd Street, 2nd Floor
San Bernardino, California 92410

**SUBJECT: INTERSTATE 10 FREEWAY AT GROVE AVENUE/FOURTH
STREET INTERCHANGE AND GROVE AVENUE CORRIDOR
FUNDING**

Dear President Dale:

I am writing this letter to request that the City of Ontario's project to redesign and reconstruct the Grove Avenue/Fourth Street freeway interchange and cargo corridor be considered for future State Transportation Improvement Program (STIP) funding. The STIP will be discussed at this week's Plans and Programs Policy Committee and Major Projects Committee meetings. The final STIP programming recommendation is scheduled for full SANBAG Board action in February.

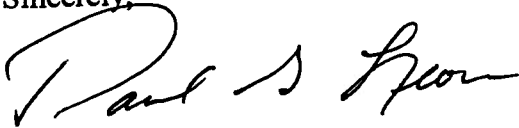
You may recall that the Interstate 10 Freeway at Grove Avenue/Fourth Street Interchange and Grove Avenue Corridor project was added to the I-10 Widening & Interchange Improvement project which is the SANBAG number two priority TCIF project. The I-10/Grove project was included for marketing purposes only which means that it will not receive TCIF funds. However, the project is a critical component in the regions goods movement system by providing direct access from the I-10 Freeway to the LA/Ontario International Airport.

Ontario has received a prior federal earmark for our project in the amount of \$2.4 million through Congressman Baca. This appropriation is for the preliminary engineering work which we expect to complete in FY 08/09. Thereafter we need approximately \$3.0 million in FY 09/10 for the Project Report in FY 09/10 and approximately \$8.0 million for the Plans, Specifications and Estimates (PS&E) in FY 11/12. We understand that the STIP funding is limited and any programming capacity may not be available until FY 2012/13.

In addition to consideration for STIP funding, I would also request that the project be included in next years (FY 2010) Federal Appropriations Request List.

Thank you for your prompt consideration of our request.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul S. Leon". The signature is fluid and cursive, with the first name "Paul" being the most prominent.

Paul S. Leon
Mayor

TAD/tad/ra

c: Deborah Barmack, SANBAG Executive Director
Mark Nuaimi, Chair SANBAG Plans and Programs
John Pomierski, Chair SANBAG Major Projects
Gregory C. Devereaux, City Manager
Otto Kroutil, Development Agency Director
Louis Abi-Younes, City Engineer
Tom Danna, Traffic/Transportation Manager

Minute Action

AGENDA ITEM: 5

Date: February 14, 2008

Subject: I-10 HOV Lanes Addition Project Update

Recommendation:* Receive Update on the I-10 HOV Lanes Addition Project

Background: Caltrans completed the Project Study Report in December, 2006 identifying the need for addition of High Occupancy Vehicle (HOV) lanes – better known as carpool lanes – in each direction of I-10 from Haven Avenue in the City of Ontario to Ford Street in the City of Redlands. In the same month, SANBAG issued the RFQ for preparation of Project Report and Environmental Document (PR/ED) for the project. The Board approved the contract for the selected consultant in July 2007. SANBAG is working with FHWA, Caltrans, the County, cities along the corridor, and other stakeholders to develop and evaluate various alternatives for the project. In addition to the HOV lanes, the project proposes to widen or replace some existing freeway bridges as required, build a concrete median barrier, improve drainage, and add auxiliary lanes where needed. The project will help relieve traffic congestion, boost access to logistic centers, promote ridesharing, and improve regional goods movement. This report is presented to provide a project overview, give an update on current activities and challenges, and provide information on the next steps in the project.

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Approved
San Bernardino Associated Governments
Major Projects Committee

Date: February 14, 2008

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

Major Projects Agenda Item
February 14, 2008
Page 2

Financial Impact: Funds for these activities are included in the Fiscal Year 2007/2008 Budget, Task Number 82508000, funded by Measure I Valley Major Projects Funds.

Reviewed By: This item will be reviewed by the Major Projects Committee on February 14, 2008.

Responsible Staff: Sam Racadio, Interim Director of Freeway Construction

Minute Action

AGENDA ITEM: 6

Date: February 14, 2008

Subject: Source of funding change for Construction and Maintenance Agreement with Burlington Northern, Santa Fe Railroad (BNSF) and Caltrans for the Interstate 215 5th Street Overcrossing Project

Recommendation:* Approve a change to the funding source for BNSF flagging and inspection services on Agreement No. 07-016 with BNSF and Caltrans for construction of a new bridge over existing BNSF tracks as part of SANBAG's construction of I-215, 5th Street Overcrossing from Measure I funding to Traffic Congestion Relief Program (TCRP) funding. TN 83808000.

Background: This is a source of funding change for an executed agreement. A construction and maintenance agreement with BNSF and Caltrans for the new I-215 5th Street Bridge was approved by the SANBAG Board on July 5, 2006. In the terms of the agreement, BNSF agreed to make a \$1,245,657 funding contribution to SANBAG for construction of the project and SANBAG agreed to pay BNSF an estimated \$789,731 for their flagging and inspection services. In the agenda item for this agreement, it was noted that the SANBAG funding source for payment for these flagging and inspection services would be Measure I Valley Major Projects funds. There are TCRP funds available for use on these costs; therefore, staff's recommendation is to reimburse the Measure I funds with TCRP funds. This funding change does not effect the executed agreement as the source of SANBAG funding is not specified in the agreement. This is an item for Board approval to

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Approved
Major Projects Committee

Date: February 14, 2008

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

accept the funding source as TCRP instead of Measure I Valley Major Projects funds. A revised contract summary sheet is attached with this agenda item.

Financial Impact: This agenda item would reduce Measure I Valley Major projects funding on the I-215 5th Street Bridge and replace it with TCRP funding. TN 83808000.

Reviewed By: This item will be reviewed by the Major Projects Committee on February 14, 2008.

Responsible Staff: Sam Racadio, Interim Director of Freeway Construction

SANBAG Contract No. 07-016

by and between

San Bernardino County Transportation Authority

and

Caltrans and BNSF Railroad

for

Construction and Maintenance Agreement for I-215 5th Street Overcrossing

FOR ACCOUNTING PURPOSES ONLY

<input checked="" type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input checked="" type="checkbox"/> Original
<input checked="" type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Amendment

Notes:

Original Contract:	\$ <u>455,926.00</u>	Previous Amendments Total:	\$ _____
		Previous Amendments Contingency Total:	\$ _____
Contingency Amount:	\$ _____	Current Amendment:	\$ _____
		Current Amendment Contingency:	\$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 455,926.00

↓ Please include funding allocation for the original contract or the amendment.

<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
8380900	5011	BNSF	receivable 07016	\$ <u>1,245,657</u>
838C7016	5553	TCRP	payable 06059	\$ <u>789,731</u>
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: _____	Contract Start: _____	Contract End: _____
New Amend. Approval (Board) Date: _____	Amend. Start: _____	Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: <u>06/07</u> \$ <u>789,731</u>	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ <u>1,245,657R</u>
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Is this consistent with the adopted budget? ☒ Yes ☐ No
 If yes, which Task includes budget authority? 838
 If no, has the budget amendment been submitted? ☐ Yes ☐ No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☒ Intergovernmental ☒ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒ No ☐ Yes _____ %

Task Manager: Sam Racadio

Contract Manager: Dennis Saylor

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

Filename: C07016css-das.doc

Minute Action

AGENDA ITEM: 7

Date: February 14, 2008

Subject: Amendments to Right of Way and Construction Cooperative Agreements for I-215 Segment 3 project reflecting revised project costs. Right of Way Cooperative Agreement 04-059 (District Agreement 8-1246) and Construction Cooperative Agreement No. C07-130 (District Agreement No. 8-1340).

Recommendation:* Approve Amendment 1 to Right of Way Cooperative Agreement No. 04-059 (District Agreement 8-1246) and Amendment 1 to Construction Cooperative Agreement C07-130 (District Agreement 8-1340) with Caltrans for Interstate 215 Improvements project, Segment 3.

Background: **This is an amendment to two existing cooperative agreements.** Under state law, SANBAG and Caltrans are required to enter into cooperative agreements for all phases of project development and construction of the Measure I Valley Major Projects Program. This item concerns the cooperative agreements previously approved for the right of way and construction phases for Segment 3 of the I-215 Improvements project by SANBAG and Caltrans. These cooperative agreements specified the funding SANBAG was providing to Caltrans for execution of a portion of the right of way work using federal funding and for all the funding provided for Caltrans to execute the construction phase of work.

In September, 2007, construction bids were received for the I-215 Segment 3 work. The low bid came in substantially below the programmed/obligated funding, which was based on the engineer's cost estimate. As a result, the

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Approved
Major Projects Committee

Date: February 14, 2008

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

construction phase of Segment 3 has more funds obligated than necessary to complete the project. In addition, the right of way phase for this segment is now estimated to cost more than has been programmed and obligated. As a result, Caltrans and SANBAG would like to move the excess funding on construction to address the underfunding on right of way. These two amendments reflect the shift of approximately \$18 million, over \$14 million in PNRS funding and the balance in state only RIP, between the two phases. The execution of these cooperative agreement amendments will allow the completion of reprogramming and reobligation of funds.

These agreements were reviewed and approved at the January, 2008 Major Projects Committee; however, an Exhibit A, B, and C have been added to the contract amendment to 04-059, and an Exhibit B and C have been added to contract amendment to C07130 as part of a final review by Caltrans Headquarters staff. These exhibits are consistent with the text of the contract amendments already reviewed and approved and have been added to provide continuity to the original agreements and provide additional detail on the funding sources.

Financial Impact: This agreement imposes no direct financial obligations on SANBAG. TN 83808000.

Reviewed By: This item will be reviewed by the Major Projects Committee on February 14, 2008.

Responsible Staff: Sam Racadio, Interim Director of Freeway Construction

SANBAG Contract No. 04-059-01

by and between

San Bernardino County Transportation Authority

and

State of California, Department of Transportation

for

Cooperative Agreement for I-215 Segment 3 Right of Way Work

FOR ACCOUNTING PURPOSES ONLY

<input checked="" type="checkbox"/> Payable	Vendor Contract # <u>08-1246 A/1</u>	Retention:	<input type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment

Notes: This is an amendment to an existing cooperative agreement

Original Contract:	\$ <u>11,880,718</u>	Previous Amendments Total:	\$ <u>0</u>
Contingency Amount:	\$ <u>0</u>	Previous Amendments Contingency Total:	\$ <u>0</u>
		Current Amendment:	\$ <u>14,196,158.00</u>
		Current Amendment Contingency:	\$ <u>0</u>

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 26,076,876.00

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
<u>83608000</u>	<u>5011</u>	<u>PNRS</u>	_____	\$ <u>14,196,158.00</u>
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 5/5/04 Contract Start: 5/5/04 Contract End: 6/30/08
 New Amend. Approval (Board) Date: 3/5/08 Amend. Start: 3/5/08 Amend. End: 12/31/10

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
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Is this consistent with the adopted budget? ☒ Yes ☐ NoIf yes, which Task includes budget authority? 836If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT**

Please mark an "X" next to all that apply:

☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly Local
Disadvantaged Business Enterprise: ☐ No ☐ Yes _____ %Task Manager: Sam RadaioContract Manager: Dennis Saylor

Task Manager Signature

Date

Contract Manager Signature

Date

Chief Financial Officer Signature

Date

08-SBd-215-PM 4.1/6.7

(KP 6.6/10.8)

Widen for HOV lane and operational
improvements and modify/replace
interchanges from Orange Show Road to
Rialto Avenue

EA 007171

District Agreement No. 8-1246 A/1

AMENDMENT NO. 1 TO AGREEMENT NO. 8-1246

This AMENDMENT NO. 1 to AGREEMENT NO. 8-1246, entered into effective on _____, 2008, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "STATE," and the

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY, a public
entity, referred to herein as "AUTHORITY."

RECITALS

1. The parties hereto entered into an Agreement No. 8-1246 (Document No. 015859) on May 5, 2004, said Agreement defining the terms and conditions of a project to purchase the Right of Way for the widening of Interstate 215 (I-215) to provide for one High Occupancy Vehicle (HOV) lane in each direction and operational improvements consisting of modifying existing interchanges and modifying existing exit and entrance ramps on I-215 through the City of San Bernardino from Orange Show Road to Rialto Avenue in San Bernardino County, referred to herein as "PROJECT."
2. Said Agreement sets total PROJECT obligation at \$11,880,718 and it has been determined that total PROJECT obligation will exceed that amount. It also has been determined that PROJECT will not be constructed prior to the termination date of said Agreement.

IT IS THEREFORE MUTUALLY AGREED:

- 1 "RECITALS," Article (4) of the original Agreement is replaced in its entirety to read as follows:

"AUTHORITY is willing to pay for Right of Way capital costs for PROJECT up to a maximum amount of \$26,076,876, by direct billing for Congestion Mitigation and Air Quality Improvement Program (CMAQ) obligations and through contributed funds for Projects of National and Regional Significance (PNRS) obligations. AUTHORITY agrees to contribute to STATE the amount of \$14,196,158 in PNRS Federal Local Subvention Funds

for the Right of Way capital costs of the PROJECT as and when STATE requires those funds.”

2. SECTION I, “STATE AGREES,” Articles (15, 16, and 17 below) will be added on the original Agreement to read as follows:

15. “To use Regional Improvement Plan (RIP) funds in the maximum amount of \$3,549,039, as Non Federal match funds for all PNRs Federal Local Assistance Subvention Funds.”

16. “To obligate the PNRs Federal Local Assistance Subvention Funds contributed by AUTHORITY and consult with AUTHORITY for their assistance in said obligation.”

17. “STATE agrees to utilize the various funding sources contributed by AUTHORITY as set by mutual agreement between STATE and AUTHORITY throughout PROJECT performance and as required for matching funds purposes.”

3. SECTION II, “AUTHORITY AGREES,” Article (1) of the original Agreement is replaced in its entirety to read as follows:

“To pay for Right of Way capital costs for PROJECT up to a maximum amount of \$26,076,876, by direct billing for CMAQ obligations and through contributed funds for PNRs obligations. AUTHORITY agrees to contribute to STATE the amount of \$14,196,158 in PNRs Federal Local Subvention Funds for the Right of Way capital costs of the PROJECT as and when STATE requires those funds.”

4. SECTION III, “IT IS MUTUALLY AGREED,” Article (8) of the original Agreement is replaced in its entirety to read as follows:

“This Agreement shall terminate upon the satisfactory completion of all post Right of Way Certification obligations of AUTHORITY and STATE, or on December 31, 2010, whichever is earlier in time, except that the ownership, operation, maintenance, indemnification, environmental commitments, legal challenges, and claims articles shall remain in effect until terminated or modified, in writing, by mutual agreement. Should any post-Right of Way Certification-related or other claims arising out of PROJECT be asserted against one of the parties, the parties agree to extend the fixed termination date of this Agreement, until such time as the post Right of Way Certification-related claims are settled, dismissed or paid.”

5. Previous ATTACHMENT 1 to original Agreement is deleted and a new Exhibit A, B and C is hereby attached and made a part of this Agreement.
6. The other terms and conditions of said Agreement No. 8-1246 (Document No. 015859) shall remain in full force and effect.
7. This Amendment to Agreement is hereby deemed to be a part of Document No. 015859.

SIGNATURES ON FOLLOWING PAGE:

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY

WILL KEMPTON
Director

By: _____
LAWRENCE E. DALE
Board President

By: _____
MICHAEL A. PEROVICH
District Director

Attest: _____
VICKI WATSON
Board Secretary

APPROVED AS TO FORM AND
PROCEDURE:

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
Attorney,
Department of Transportation

By: _____
JEAN-RENE BASLE
Counsel

CERTIFIED AS TO FUNDS:

By: _____
District Budget Manager

CERTIFIED AS TO FINANCIAL
TERMS AND POLICIES:

By: _____
Accounting Administrator

EXHIBIT "A"
Cost Summary

PHASE	SANBAG SHARE	FUND TYPE	AMOUNT	MATCHING FUND TYPE	AMOUNT
Right of Way Capital	100%	CMAQ	\$10,518,000	Measure I	\$1,362,718
	100%	PNRS	\$14,196,158	RIP	\$3,549,039
Total Project Cost	100%		\$24,714,158		\$4,911,757

EXHIBIT "C"

Contribution Letter

Date: 31-Jan-2008
 Local Agency: SANBAG
 Agreement No.: 8-1246
 State E.A. No.: 007171
 Amendment No.: 1

Local - Federal Fund Type	Local - Federal Contributor Amount	Reimbursement Ratio	Match Fund Type	Match Amount	Current Total	Previous Total	Proposed Change
CMAQ	\$10,518,000	88.53%	LOCAL	\$1,362,718	\$11,880,718	\$11,880,718	\$0
PNRS	\$14,188,156	80.00%	STA	\$3,548,039	\$17,745,197	\$0	\$17,745,197

Local Agency _____

Caltrans Project Manager _____

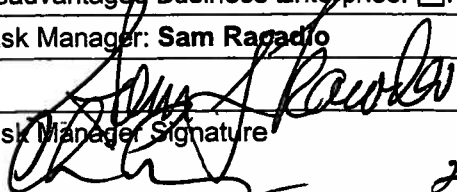
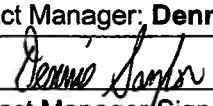
Comments: Information above is based on SANBAG's (RTIP LISTED PROJECT)

Notes:

1. Identify each Local Federal fund type and match on separate lines with current and previous contributor totals towards the State-Administered project.
2. A separate finance letter is required to identify the type and amount of funds to be authorized, allocated, and/or applied to each phase of the work by STATE.
3. An amendment to this contribution letter is required for any change to the type and/or amount of funds contributed towards the State Administered project or changes to the EA.
4. Local Agency is responsible for all programming changes to the RTIP, FTIP and/or STIP.

CONTRIBUTION LETTER

SANBAG Contract No. C07130-01
by and between
San Bernardino County Transportation Authority
and
State of California, Department of Transportation
for
Construction Cooperative Agreement for I-215, Segment 3

FOR ACCOUNTING PURPOSES ONLY												
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # <u>08-1340 A/1</u> Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment									
Notes: This is an amendment to an existing cooperative agreement												
Original Contract: \$ <u>0</u> Contingency Amount: \$ <u>0</u>	<table style="width: 100%;"> <tr> <td style="width: 60%;">Previous Amendments Total:</td> <td style="text-align: right;">\$ <u>0</u></td> </tr> <tr> <td>Previous Amendments Contingency Total:</td> <td style="text-align: right;">\$ <u>0</u></td> </tr> <tr> <td>Current Amendment:</td> <td style="text-align: right;">\$ <u>0</u></td> </tr> <tr> <td>Current Amendment Contingency:</td> <td style="text-align: right;">\$ <u>0</u></td> </tr> </table>				Previous Amendments Total:	\$ <u>0</u>	Previous Amendments Contingency Total:	\$ <u>0</u>	Current Amendment:	\$ <u>0</u>	Current Amendment Contingency:	\$ <u>0</u>
Previous Amendments Total:	\$ <u>0</u>											
Previous Amendments Contingency Total:	\$ <u>0</u>											
Current Amendment:	\$ <u>0</u>											
Current Amendment Contingency:	\$ <u>0</u>											
Contingency Amount requires specific authorization by Task Manager prior to release.												
Contract TOTAL →				\$ <u>0</u>								
↓ Please include funding allocation for the original contract or the amendment.												
<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>								
_____	_____	_____	_____	\$ _____								
_____	_____	_____	_____	\$ _____								
_____	_____	_____	_____	\$ _____								
Original Board Approved Contract Date: <u>12/6/06</u> Contract Start: <u>12/6/06</u> Contract End: <u>7/31/12</u> New Amend. Approval (Board) Date: <u>3/5/08</u> Amend. Start: <u>3/5/08</u> Amend. End: <u>7/31/12</u>												
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:												
Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation → \$ _____										
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, which Task includes budget authority? <u>838</u> If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No												
CONTRACT MANAGEMENT												
Please mark an "X" next to all that apply:												
<input checked="" type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local												
Disadvantaged Business Enterprise: <input type="checkbox"/> No <input type="checkbox"/> Yes _____%												
Task Manager: <u>Sam Ragadio</u>			Contract Manager: <u>Dennis Saylor</u>									
 Task Manager Signature		 Contract Manager Signature		<u>2/8/08</u> Date								
<u>2/9/08</u> Chief Financial Officer Signature		Date										

08-SBd-215-PM 4.1/6.5
(KP 6.6/10.5)
In San Bernardino from 0.4 KM s/o
Orange Show Rd. OC to 0.2 KM s/o
Rialto Ave. UC (Segment 3)
Widen Fwy, Modify IC's &
Construct Braided Ramps
EA 007171
District Agreement No. 8-1340 A/1

AMENDMENT NO. 1 TO AGREEMENT NO. 8-1340

This AMENDMENT NO. 1 to AGREEMENT NO. 8-1340, entered into effective on _____, 2008, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "STATE," and the

SAN BERNARDINO ASSOCIATED
GOVERNMENTS, a public entity
referred to herein as "SANBAG."

RECITALS

1. The parties hereto entered into an Agreement No. 8-1340 on December 27, 2006, said Agreement defining the terms and conditions of project improvements consisting of adding one (1) high occupancy vehicle lane, one (1) mixed flow lane in each direction, and operational improvements including auxiliary lanes and braided ramps on State Route 215 at PM 4.1 to 6.5 in the City of San Bernardino, referred to herein as "PROJECT."
2. Said Agreement sets Federal-aid funds allocated for financing at 50.5% and it has been determined that Federal-aid funds allocated for financing are now 49.47% of the PROJECT costs.

IT IS THEREFORE MUTUALLY AGREED:

1. SECTION I, "STATE AGREES," Article (4) of the original Agreement is replaced in its entirety to read as follows:

"To pay an amount equal to 100% of the actual construction capital costs for PROJECT, estimated to be \$89,257,000, with a combination of STATE funds and locally contributed Federal Local Assistance Subvention Funds as shown on Exhibit A of this Agreement. In no event shall STATE's total obligation for construction capital cost for PROJECT under this

Agreement exceed the amount of \$89,257,000, provided that STATE may, at its sole discretion, in writing, authorize a greater amount.”

2. SECTION I, “STATE AGREES,” Article (5) of the original Agreement is replaced in its entirety to read as follows:

“To pay an amount not to exceed \$7,789,721 in RIP funds as Non-federal match funds for all Federal Local Assistance Subvention Funds shown on Exhibit A of this Agreement.”

3. SECTION II, “SANBAG AGREES,” Article (1) of the original Agreement is replaced in its entirety to read as follows:

“To contribute to STATE the amount of \$51,375,842 in Federal Local Assistance Subvention Funds for the construction of the PROJECT as shown in Exhibit A of this Agreement as and when STATE requires those funds.”

4. SECTION II, “SANBAG AGREES,” Article (2) of the original Agreement is replaced in its entirety to read as follows:

“SANBAG’s share (estimated to be \$51,375,842) of the construction capital costs shall be an amount equal to 57.56% of the total construction capital costs, including the cost of construction-related claims, the cost of STATE’s defense of any of those claims, and the cost of STATE-furnished materials as determined after completion of PROJECT work and final accounting of costs except that SANBAG will bear the remainder of all PROJECT construction capital costs should those total costs exceed \$89,257,000.”

5. SECTION III, “IT IS MUTUALLY AGREED,” Article (21) of the original Agreement is replaced in its entirety to read as follows:

“The costs referred to herein cover only “matching funds” based on the assumption Federal-aid funds will be allocated for financing approximately 49.47% of the costs as shown on Exhibit A. In the event that Federal-aid participation is not secured, this Agreement may be terminated by either party at any time prior to award of the construction contract for PROJECT, or alternatively, each party’s participation may be renegotiated to “make up” for the loss of Federal funds.”

6. Revised Exhibit A dated January 9, 2008, which is attached and made a part of this Amendment supersedes Exhibit A shown in the original Agreement. A new Financial Letter, Exhibit B and a Contribution Letter, Exhibit C is here by attached and made part of this Agreement.
7. The other terms and conditions of said Agreement No. 8-1340 shall remain in full force and effect.
8. This Amendment to Agreement is hereby deemed to be a part of Agreement No. 8-1340.

SIGNATURES ON FOLLOWING PAGE:

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SAN BERNARDINO ASSOCIATED
GOVERNMENTS

WILL KEMPTON
Director

By: _____
LAWRENCE E. DALE
Board President

By: _____
MICHAEL A. PEROVICH
District Director

Attest: _____
VICKI WATSON
Board Secretary

APPROVED AS TO FORM AND
PROCEDURE:

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
Attorney,
Department of Transportation

By: _____
JEAN-RENE BASLE
Counsel

CERTIFIED AS TO FUNDS:

By: _____
District Budget Manager

CERTIFIED AS TO FINANCIAL
TERMS AND POLICIES:

By: _____
Accounting Administrator

EXHIBIT "A"
Cost Summary

Date: January 9, 2008

Construction Phase	State Funds		Federal Local Assistance Subvention Funds		
	RIP	RIP Match	CMAQ	PNRS	STP
Construction Support					
	\$14,603,000				
Construction Capital					
	\$30,091,437	\$1,639,978	\$12,658,000	\$9,410,842	
		\$2,352,711			
		\$3,797,032			29,307,000
Total Const Support	\$14,603,000				
Total Const Capital	\$89,257,000				
Project Total	\$103,860,000				

EXHIBIT "C" **Contribution Letter**

Date: 31-Jan-2008
 Local Agency: SANBAG
 Agreement No.: 8-1340
 State E.A. No.: 007171
 Amendment No.: 1

Local - Federal Fund Type	Local - Federal Contributor Amount	Reimbursement Ratio	Match Fund Type	Match Amount	Current Total	Previous Total	Proposed Change
CMAQ	\$12,658,000	88.53%	STA	\$1,636,878	\$14,297,978	\$5,660,447	\$8,637,531
PNRS	\$8,410,842	80.00%	STA	\$2,352,711	\$11,763,553	\$28,328,400	(\$16,564,847)
STP	\$29,307,000	86.88%	STA	\$3,797,032	\$33,104,032	\$33,104,032	-
DEMO	-	80.00%	STA	-	-	\$2,475,000	(2,475,000)

Local Agency _____

Caltrans Project Manager _____

Comments: Information above is based on SANBAG's (RTIP LISTED PROJECT)

Notes: 1. Identify each Local Federal fund type and match on separate lines with current and previous contributor totals towards the State-Administered project.

2. A separate finance letter is required to identify the type and amount of funds to be authorized, allocated, and/or applied to each phase of the work by STATE.

3. An amendment to this contribution letter is required for any change to the type and/or amount of funds contributed towards the State Administered project or changes to the EA.

4. Local Agency is responsible for all programming changes to the RTIP, FTIP and/or STIP.

CONTRIBUTION LETTER

Minute Action

AGENDA ITEM: 8

Date: February 14, 2008

Subject: Hunts Lane / UPRR Grade Separation authority to begin right of way phase

Recommendation:* Authorize the start of the Hunts Lane /UPRR Grade Separation right of way appraisal and acquisition phase and begin utility relocations.

Background: In summer 2007, the Hunts Lane / UPRR Grade Separation project received Federal environmental clearance. Since that time, the project team has updated the project plans in accordance to the environmental findings and is ready to begin right of way property appraisals. The Project requires 22 temporary construction easements (TCEs), four (4) permanent easements, 16 "partial fee takes" with two (2) potential business relocations. The total right of way acquisition fees are estimated not to exceed \$5.6 million. County Real Estate Services Department will begin making offers to property owners with the completed the appraisals by summer 2008.

Along Hunts Lane there are numerous utility purveyors who encroach on the proposed design. Three (3) of these purveyors have prior rights to their locations or existing agreements that make the design and/or relocation of the utility the expense of the project. This work is estimated not to exceed \$1million.

*

Approved
San Bernardino Associated Governments
Major Projects Committee

Date: February 14, 2008

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

Staff requests the Board authorization for the start of the appraisal and acquisition phase of the necessary right of way parcels and approval to begin work with the utility purveyors for relocation.

- Financial Impact:*** Funds for these activities are included in the Fiscal Year 2007/2008 Budget, Task Number 87008000, funded by Traffic Congestion Relief Program (TCRP) and Federal Safe, Accountable, Flexible Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU) Funds.
- Reviewed By:*** This item will be reviewed by the Major Projects Committee on February 14, 2008.
- Responsible Staff:*** Sam Racadio, Interim Director of Freeway Construction

Attachment A

Hunts Lane / UPRR Grade Separation – right of way and utilities

Type of Right of Way & Property Owners	No. of affected properties	Total Estimated cost
Temporary Easements	23 properties	\$400,000
Proctor, Phillip & Jeanne Dancel, Roldan & Floradema McClellan, Alma West Colony Community Association Brinker, Jack & Roseanna Garlich, Dari & Pamela Velasco, Louis & Olga Regal Storage, LLC Extra Space West One, Inc Lorbeer, Wilber W. & Joyce Fleet Mortgage Corp Muse, Ronald U Rosso, Ruben & Esther Enix, Ernesto & Deborah Robin, Angela Tubb, Rober E & Milagros Muir, Stephen & Larsen, Erik K Union Pacific Railroad (UPRR) Superior Scale House, Inc Westside Building Materials Corp Dieterich, JE & Cail A Terminal Stations Inc		
Permanent Easements	5 properties	\$1,400,000
Regal Storage, LLC Union Pacific Railroad (UPRR) Rogers, Galen E & Kahn, Robert B. ConAgra Inc		

Attachment A

Hunts Lane / UPRR Grade Separation – right of way and utilities

Partial Fee Takes & Business Relocations	16 properties	\$3,900,000
Proctor, Phillip & Jeanne Dancel, Roldan & Floradema McClellan, Alma West Colony Community Association Brinker, Jack & Roseanna Garlich, Dari & Pamela Regal Storage, LLC Rogers, Galen E & Kahn, Robert B. ConAgra Inc Superior Scale House, Inc Westside Building Materials Corp Dieterich, JE & Cail A Terminal Stations Inc Hanna, Atef Atalla Ehab Extra Space West One, Inc Lorbeer, Wilber W. & Joyce		
Utilities	3 purveyors	\$1,000,000
Kinder Morgan Southern California Edison Colton Electric		

Minute Action

AGENDA ITEM: 9

Date: February 14, 2008

Subject: Status of Measure I 2010-2040 Strategic Plan Development

Recommendation:* Receive information on the status of Measure I 2010-2040 Strategic Plan development

Background: The Strategic Plan for Measure I 2010-2040 is being prepared as a basis for establishing the policies and procedures to be used by the SANBAG Board of Directors in administering the programs delineated in the Measure. Although the ordinance does not take effect until April 2010, a substantial effort is needed to prepare for the administration of those funds. The importance of this is becoming increasingly apparent as the Board is being requested to make current decisions that could affect the allocation of Measure 2010-2040 revenues as they begin to flow. Questions are also being raised as to the need and prudence of borrowing against this future revenue stream to accelerate project delivery. This agenda item highlights the status of the development of the Strategic Plan and indicates how SANBAG staff plans to proceed from here.

Attachment 1 shows the task-by-task progress of Strategic Plan development. Attachment 2 shows the scope of services describing the tasks. This information will be reviewed by staff at the February 14 Major Projects Committee meeting. The completion timeline that was to have been presented in the Strategic Plan workshops scheduled, but cancelled, in August 2007 targeted Board approval of the Strategic Plan by June 2008. Staff has also been required to focus substantial attention to the Proposition 1B bond programs during this time as well. Staff now

*

Approved
Major Projects Committee

Date: February 14, 2008

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

mpc0802-ss
60908000

projects that a draft Strategic Plan could be available for review by the Board in Fall 2008. This is assuming that there are no protracted discussions over particular policy issues.

Staff believes that it will be important to have the final Strategic Plan approved by the Board within a year prior to the actual flow of Measure I 2010-2040 dollars (i.e. by April 2009) so that there is time to put the procedures and systems in place that will allow for proper management and administration of these dollars. It is important that this lead time be available given that the structure of Measure I 2010-2040 is necessarily more complex than the current Measure. There are more program elements in the new Measure, and the expenditure plan allocates more of the funding to non-freeway facilities in the Valley and to regional projects in the Victor Valley. The Valley programs are most complex, and endorsement of both the Valley Freeway Interchange and the Major Streets program frameworks is needed by the April 2008 Board meeting to stay on a schedule for approval of the Strategic Plan by Spring 2009. The current plan is for staff to present the framework for the Valley Major Streets Program to the Major Projects Committee in March 2008.

Financial Impact: This item is consistent with the approved Fiscal Year 2007-2008 SANBAG Budget. TN60908000

Reviewed By: This item will be reviewed by the Major Projects Committee on February 14, 2008.

Responsible Staff: Steve Smith, Chief of Planning
Andrea Zureick, Chief of Programming
Ty Schuiling, Director of Planning and Programming

Attachment 1. Summary of Strategic Plan Progress by Task (Valley Portion)

TASK	PROGRESS
Task 1 – Update expenditure plan project lists and costs	Complete and approved by the Board on August 2, 2006.
Task 2 – Update revenue forecasts	Complete and approved by the Board on August 2, 2006.
Task 3 – Evaluate advanced funding options	Project advancement program approved by the Board on April 5, 2006. Additional analysis will be conducted of the costs, benefits, and implications of bonding.
Task 4 – Ensure use of federal funds on otherwise federalized projects	Strategic Plan principle was developed to address this point. Principles were endorsed by the Board on January 10, 2007.
Task 5 – Project prioritization policies and procedures	Issue papers have been developed for each program area and discussed at various Policy Committee and Board meetings between October 2006 and present date. Policies and procedures for guiding the apportionment and allocation of Valley Major Streets and Valley Interchange funds have been developed. Board workshops were scheduled to discuss these issues in August and September 2007, but no substantive discussions were held, due to other Board priorities. In October 2007, the SANBAG Board acted to approve use of the Major Projects Committee for detailed consideration of the proposed policy framework for the administration of the Measure I 2010-2040 Valley Major Streets and Valley Freeway Interchange Programs.
Task 6 – Evaluate need for and benefit of “frontloading” or advancing funding for selected programs through inter-program borrowing	The apportionment process identified in Task 5 is proposed as the framework to guide inter-program borrowing. The Strategic Plan cash flow analysis is in process, based on the needs surveys conducted in Fall, 2007. Draft cost and revenue projections have been developed by program (for the Valley only) and are being reviewed for presentation to the Major Projects Committee in the near future.
Task 7 – Further define the relationship of fair share development contributions to the fund allocation process	Relationship of development contributions to the fund allocation process is included in the material referenced under Task 5 for Valley Arterial and Valley Interchange funds. Issue papers for Mountain/Desert subareas have been approved by the Board, and staff has been directed to hold meetings with elected officials from the Victor Valley Subarea jurisdictions to begin discussions on prioritization of the Major Local Highways funds for the Victor Valley.
Task 8 – Define project development and delivery responsibilities for freeway,	A Strategic Plan principle to address delivery responsibilities was developed and endorsed by the Board

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February 14, 2008
Page 4

interchange, major roadway, and grade separation projects	on January 10, 2007. Fund tracking procedures need to be further developed. The reimbursement process has been addressed in conjunction with Tasks 5 and 7.
Task 9 – Formulate a policy to address cost overruns on non-SANBAG projects	Remains to be addressed, though partly treated in the procedural framework material for Valley Major Streets and Valley Interchange programs.
Task 10 – Identify institutional requirements and resources for management and delivery of the Measure I 2010-2040 transportation program	Remains to be addressed, based on outcome of policy discussions. The Board approved an organizational realignment on May 2, 2007. Decisions related to project delivery and program administration could result in more Agency needs.
Task 11 – Prepare final Strategic Plan	A draft Strategic Plan could be available for review by Fall, 2008, unless protracted discussions occur to resolve certain issues.

Attachment 2.

**Scope of Work
for
Development of the Measure I 2010-2040 Strategic Plan**

Work and Management

The Strategic Plan will be prepared through the combined efforts of the CONSULTANT personnel and the in-house staff resources of SANBAG. Individual Task Orders will specify the actual CONSULTANT scope of work, and the CONSULTANT shall only be responsible for the scopes of work specified in executed Task Orders. The items within this Attachment "B" are presented for illustrative purposes only and are meant to reflect the general kinds of work items that may be included within individual Task Orders.

Any discussions or reference to deliverables or work products noted herein shall not be considered as the CONSULTANT scope of work since the actual scope of work will be detailed in each executed Task Order.

Product

The final product of this effort will be a Strategic Plan for the allocation and administration of the combination of local transportation sales tax, state and federal transportation revenues, and fair-share contributions to regional transportation facilities from new development needed to fund delivery of the Measure I 2010-2040 transportation program, as well as policies and institutional provisions for project management and delivery of the Measure I 2010-2040 transportation program. The plan will be developed through a broadly collaborative process under the policy guidance of the SANBAG policy committees and Board of Directors, and must ultimately reflect agreement on a host of policy and procedural, fiscal, and institutional issues, many (though perhaps not all) of which are identified below. It is expected that the Strategic Plan will consider and recommend specific actions and policies to be implemented in the near-term, and will provide broader, more conceptual guidance for the out years of the program with the understanding that the Strategic Plan will be updated periodically, at which time more specific strategies will be developed to address the longer-term issues.

Strategic Plan Tasks

It is envisioned that refinement of this scope of work will be needed ("Task 0"), and would be undertaken with input from the qualified consultant retained to support preparation of the Strategic Plan.

It is also considered likely that modifications to this scope will be needed to reflect additional issues or considerations that arise during the normal course of policy discussion.

Task 1 – Update Expenditure Plan project lists and costs

Update Expenditure Plan project lists and project costs based on the most recent available information provided by member agencies, project sponsors, or as necessary, standard unit costs. The Expenditure Plan list of major street, freeway interchange, and grade separation projects in the urban portions of the county must be consistent with the Nexus Study list of such projects, and such projects will only be considered eligible for allocations of funds by SANBAG if they are included. Costs for each project must clearly identify the portion of the project scope they include; and only those phases for which costs are identified are to be eligible for funding provided by action of SANBAG.

Product: Updated Expenditure Plan list of eligible projects, including costs (by phase as appropriate), and available delivery schedule information.

Task 2 - Update revenue forecasts

Update and refine cash flow estimates for all funding sources considered in the Expenditure Plan. Forecasts of available federal, state, and local transportation revenues used in the Measure I 2010-2040 Expenditure Plan were developed in 2003 and early 2004, and are now dated. Fair share development contributions are defined through the updated SANBAG Nexus Study that is scheduled for approval in Summer 2005, and which will be updated periodically thereafter. This would specifically include:

- a. Update forecasts of federal formula and discretionary funding in accordance with the latest federal transportation act reauthorization.
- b. Update state transportation revenue estimates based on recent developments affecting gasoline excise and sales tax revenues, information provided through the 2005 State Fund Estimate, and potential for transition to other form(s) of revenue collection.
- c. To the extent possible, update Caltrans support, SHOPP, and other costs that affect the availability of STIP funds based on the 10 year SHOPP Plan and other maintenance needs assessments.
- d. Update fair share contributions to expenditure plan projects to maintain consistency with the Nexus Study update.
- e. Develop cash flow estimates for Expenditure Plan programs.

Product: Comprehensive projection of transportation revenues available from federal, state, and local sources for each Expenditure Plan program. Rigorous projections are desired through 2020; projects from 2020 to 2040 will necessarily be more subjective. Projections should consider effects of gasoline price fluctuations, fleet fuel efficiency changes, and responses to air quality mandates, including reasonably foreseen changes in transportation technology.

Task 3 – Evaluate advanced funding options

- a. Document and forecast the cost of bonding against Measure I 2010-2040 revenues to advance projects.

- b. Forecast rates of project cost escalation for each programmatic Expenditure Plan category for which bonding to advance projects may be considered.
- c. Based on information developed in response to a. and b. above, assess the merits of advancing funding from “new” Measure revenues through bonding, considering bonding costs, construction and right-of-way cost escalation, value of early project delivery, and other pertinent factors, such as:
 - i) Comparison of the cost of bonding in advance of new revenues with cost-of-bonding assumptions contained within Expenditure Plan, and assess the significance of any differences in relation to SANBAG’s ability to deliver its program
 - ii) Consideration of advance funding based on willingness of local project sponsor to pay added cost to bond
 - iii) Legal issues associated with bonding against a future revenue stream.
- d. Evaluate the merits of reimbursement agreements with local jurisdictions to deliver Expenditure Plan projects earlier using local funds.

Product: White paper that describes and evaluates available options for project advancement, and recommends a preferred approach.

Task 4 – Ensure use of federal funds on otherwise federalized projects

Review reliance on federal funds by program in the Measure I 2010-2040 Expenditure Plan. Identify ways to optimize use of federal funds on otherwise federalized projects, and avoid use of federal funds for projects not otherwise subject to federal processes.

Product: Brief report, if needed, on proposed use of federal funds on projects that could otherwise be delivered locally, and adjustments that could be undertaken to avoid unnecessary federalization.

Task 5 - Project prioritization policies and procedures

Through identification and consideration of alternative approaches, select a preferred policy framework for project prioritization and selection for each non-local programmatic category addressed by the Expenditure Plan, and define processes to guide allocation of Measure I (excluding local pass-through) and other funds considered in the Expenditure Plan and Strategic Plan. For each non-local Expenditure Plan program listed above: 1) formulate alternate prioritization, selection, and fund allocation policies and procedures, 2) identify decision criteria through which to select a preferred alternative, and 3) recommend the preferred approach to project prioritization and selection. The preferred approach is expected to differ among the various non-local programs. Project prioritization and selection strategies to be considered, either in isolation or in combination for each program include but are not limited to:

a) Valley Freeway projects -

- 1) performance criteria such as benefit/cost (e.g., delay reduction, safety improvement, reliability improvement, and environmental improvement per project cost)
- 2) project readiness (assumes all projects would be advanced simultaneously , with the order of construction determined by time needed to complete design and environmental clearance).

3) geographic distribution (the locations of projects could be factored into prioritization, even if it delayed funding of a shelf-ready project).

b) Freeway interchange projects –

- 1) local priority as indicated by offering of local fair-share development contributions to funding of the project
- 2) performance criteria such as benefit/cost (e.g., delay reduction, safety improvement, reliability improvement, and environmental improvement per project cost)
- 3) additional credit for local contributions that exceed the fair share contribution
- 4) geographic distribution (the locations of projects could be factored into prioritization out of concern for geographic equity, even if it delayed funding of a shelf-ready project).

c) Major street projects –

- 1) local priority as indicated by offering of local fair-share development contributions to funding of the project
- 2) performance criteria such as benefit/cost (e.g., delay reduction, safety improvement, reliability improvement, and environmental improvement per project cost)
- 3) additional credit for local contributions that exceed the fair share contribution
- 4) geographic distribution (the locations of projects could be factored into prioritization out of concern for geographic equity, even if it delayed funding of a shelf-ready project)

d) Metrolink/rail service –

- 1) priority between projects indicated in the SCRRA Strategic Plan, the implementation of Redlands passenger rail service and the extension of the Metro Gold Line to Montclair
- 2) application of FTA New Starts Project Application Criteria and Measure for new passenger rail operations
- 3) project readiness (for new rail services this will be highly dependent upon receipt of FTA approvals)
- 4) consider geographic distribution of benefits

e) Senior and disabled transit service/Consolidated Transit Service Agency (CTSA)

- 1) determine appropriate split of 6% between direct service operating subsidies, fare subsidies, ADA mediation services and training
- 2) determine whether formation of CTSA should be outside or inside the existing transit service provider

f) Express bus/bus rapid transit (BRT)

- 1) determine appropriate split between investments in express bus and BRT, given the forecast of local and federal transit funding availability and performance criteria
- 2) consider geographic distribution of benefits

g) Traffic management –

Criteria for project prioritization and selection may remain similar to policies approved by the SANBAG Board of Directors for the current Measure I Valley Traffic Management and Environmental Enhancement Program. These include:

- 1) multi-jurisdictional significance
- 2) degree of resultant benefit
- 3) likelihood of successful implementation
- 4) ability to leverage additional funds
- 5) project readiness and ability to achieve near-term benefit

Product: White paper that documents the preferred policy framework for project prioritization and selection for each non-local programmatic category addressed by the Expenditure Plan, including guidance for allocation of Measure I (excluding local pass-through) and other funds considered in the Expenditure Plan and Strategic Plan

Task 6 – Evaluate need for and benefit of “frontloading” or advancing funding for selected programs through inter-program borrowing

Assess the need and advisability to frontload certain programs (such as giving interchange improvements precedence over freeway widenings) within a given subarea at the expense of others, with the understanding that payback to the donor programs will occur over time.

- a. Develop an estimated schedule for delivery of major capital Expenditure Plan projects, such as freeways, freeway interchanges, and light rail, and estimate programmatic cash flows needed to deliver them based on project prioritization from Task 5f. The estimated schedule of large project delivery must consider physical interrelationships among programs (e.g. funding for interchange improvements on to-be-widened freeways), the timing of Express bus, BRT, and rail programs, the need to focus funding on I-215 South for first several years of new revenue, the potential to focus early funding on Cajon Pass projects such as the I-15/I-215 Interchange, the need for ongoing support of traffic management, travel demand management, and mitigation fee-supported programs. The schedule should also consider relative program benefit, differing rates of project cost escalation among programs, and time-sensitive opportunities
- b. Compare the programmatic cash flow needs developed from the estimated schedule for delivery of major capital Expenditure Plan projects, with estimated cash flows by Expenditure Plan program developed in Task 2, and identify specific instances in which programmatic cash flows will be inadequate to keep pace with expected rates of project delivery.
- c. Develop and evaluate alternate strategies to advance funds to minimize the delay in delivery of the major capital Expenditure Plan projects. Strategies for consideration should include bonding against revenues within the program, inter-program loans (potentially coupled with bonding), and loans between different subareas of the county.

Product: Recommended strategy for aligning transportation revenue stream with estimated implementation schedule of major Expenditure Plan projects.

Task 7 – Further define the relationship of fair share development contributions to the fund allocation process.

A policy framework for project prioritization and selection for each non-local programmatic category addressed by the Expenditure Plan was developed in Task 5, in combination with processes to guide

allocation of Measure I (excluding local pass-through) and other funds considered in the Expenditure Plan and Strategic Plan. Task 7 will further define the fund allocation process for SANBAG-administered programs that are also funded in part by fair-share development contributions. As indicated above, SANBAG may consider local initiative, performance criteria, additional credit for local overmatch, and geographic equity in its allocations to projects with development contributions.

- a. Identify and evaluate alternate approaches to selection and allocation of funds to projects that are to be funded in part by development contributions. Consideration should be given to:
 - The role of local jurisdiction initiative (as indicated by an expressed desire to contribute to the project) versus SANBAG prioritization in response to calls-for-project
 - Provisions for advancement (fronting) of Measure funds to cover a portion of the development contribution not yet collected, with agreement for repayment from future fee revenues
 - Provisions for adding projects to the nexus study after program inception to create eligibility for SANBAG funding
 - Equitable distribution of allocations among jurisdictions
- b. Based on these considerations, define a preferred method of project selection and fund allocation to projects funded in part by required development contributions.

Product: White paper that documents the preferred method of project selection and fund allocation to projects funded in part by required development contributions.

Task 8 - Define project development and delivery responsibilities for freeway interchange, major roadway, and grade separation projects.

SANBAG or local governments may serve as project lead on these projects, and Caltrans may serve as lead on any of these if the project is on the state system.

- a. Describe the benefits and liabilities associated with different agencies acting as lead for each project category and recommend a preferred approach.
- b. Assess the merits and make recommendations regarding Measure I funding as a reimbursement program, rather than fronting money for locally managed projects
- c. Evaluate methods of reimbursement to SANBAG for work completed on behalf of an otherwise locally sponsored project and recommend a preferred approach
- d. Develop and recommend fund disbursement and cost tracking procedures for projects administered by other agencies

Products: Policies for consideration and approval by the SANBAG Board on:

- designation of lead agencies for categorical projects
- Measure I disbursement for locally sponsored projects
- Reimbursement to SANBAG for work performed on behalf of a local agency or locally sponsored project

Procedure for tracking costs and expenditures on projects administered by others.

Task 9 – Formulate a policy to address cost overruns on non-SANBAG projects.

- a. Identify and evaluate alternative strategies to address cost overruns, including consideration of possible differences among prospective lead agencies (federal agencies versus Caltrans and local governments), and the nature of fiscal impacts that may arise from each strategy.
- b. Formulate a recommended approach to addressing cost overruns.

Product: A policy to address cost overruns for consideration and approval by the SANBAG Board of Directors.

Task 10 – Identify institutional requirements and resources for management and delivery of the Measure I 2010-2040 transportation program

- a. Review and document SANBAG's institutional structure, staffing levels, and information management resources.
- b. In response to findings, results, and products identified above and review of similar institutions within the State of California, define the appropriate organizational and policy committee structure, staffing levels and attributes, and information management resources to fulfill ongoing agency responsibilities and manage and administer the Measure I 2010-2040 transportation program
- c. As needed, develop schedule for transition to new institutional arrangement and acquisition of additional resources.

Products: White paper that:

- documents the present institutional structure and management resources of SANBAG
- provides a comparison with sister agencies having similar responsibilities
- recommends any institutional restructuring needed to facilitate successful delivery of the Measure I program and meet all other SANBAG agency responsibilities
- identifies any additional management resources that would increase SANBAG's effectiveness in administering the Measure I and other programs.

Task 11 – Prepare final Strategic Plan

Compile and synthesize materials prepared pursuant to the foregoing tasks into a final comprehensive Strategic Plan for consideration and approval by the SANBAG policy committees and Board of Directors. The document may be structured in accordance with the task structure outlined above, or may be structured differently for greater clarity and ease of reference based on staff or policy direction.

Product: Final Strategic Plan

Minute Action

AGENDA ITEM: 10

Date: February 14, 2008

Subject: Measure I 2010-2040 Valley Freeway Interchange Policy Framework

- Recommendation:** *
1. Approve policy framework to administer the Measure I 2010-2040 Valley Interchange Program, as follows
 - a) Approve preparation by SANBAG of an annual cash-flow analysis of the Measure I 2010-2040 Valley Programs.
 - b) Recognize that the SANBAG Board has full discretion over the appropriation of Measure I 2010-2040 revenue between Valley Programs to maximize efficient delivery, with protections to ensure that all programs are funded in amounts consistent with the provisions of Measure I 2010-2040 over its life.
 - c) Within the Valley Freeway Interchange Program, prioritize freeway interchange projects that impact the delivery of the Valley Freeway Program.
 - d) Allocate Valley Freeway Interchange Program funds by interchange project rather than by jurisdiction.
 - e) Administer the Valley Freeway Interchange Program as a reimbursement program with provisions for timely reimbursement of the Measure I share of invoices received by SANBAG.

Approved
Major Projects Committee

Date: February 14, 2008

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

mpc0802a-abz

60908000

Attachments: mpc0802a1-abz, mpc0802a2-abz

- f) Require that all phases of a project receiving public share allocations from SANBAG meet minimum development fair share rates identified in the SANBAG Nexus Study.
 - g) Allow for transaction of loans of Measure I funds on an exception basis, subject to approval by the SANBAG Board, to facilitate early delivery of an interchange for which inadequate development mitigation funding has been generated by one or more of the responsible funding agencies.
2. Direct staff to return with policy recommendations to guide program implementation.

Background:

In October 2007, the SANBAG Board acted to approve use of the Major Projects Committee, which is a fully representative committee specific to the Valley jurisdictions, for detailed consideration of the proposed policy framework for the administration of the Measure I 2010-2040 Valley Major Streets and Valley Freeway Interchange Programs. Outcomes of these discussions will be reported back to the Plans and Programs Committee, which is the Committee that provides policy oversight to development of the Measure I 2010-2040 Strategic Plan, prior to any action by the full SANBAG Board of Directors. Staff will be presenting the proposed framework as identified in the attachments but also want to note the progress that has occurred on resolution of specific issues, and those are discussed below.

Comments on earlier drafts of the Freeway Interchange Program have been received from a variety of sources, and staff has attempted to reflect those comments and concerns in the draft framework. On December 19, 2007, SANBAG staff met with members of the San Bernardino County Board of Supervisors and County staff to discuss specific remaining concerns related to the proposed policy framework for the Valley programs. Issues that apply to the Freeway Interchange program, which is the only program under consideration at this time, and the staff recommendations for resolution of these issues have been included in the attached documentation. An agenda item on the Valley Major Streets Program is anticipated to be presented to the Major Projects Committee in March 2008. The issues discussed with the County that most directly impact the Valley Freeway Interchange Program are as follows:

Issue: Fronting project costs creates cash flow problems

Staff recommendation: This issue is related to the staff recommendation for a reimbursement process in conveyance of Freeway Interchange funds to project

sponsors. The staff recommended framework includes a progress-invoice cost reimbursement basis where the local jurisdiction pays invoices and seeks reimbursement for the Measure I share of the project. Another alternative for conveyance of Freeway Interchange funds would be a grant process where SANBAG provides the Freeway Interchange funds in advance of expenditures by the local jurisdiction. The Freeway Interchange program is included in the SANBAG Development Mitigation Nexus Study (Nexus Study), which establishes minimum development mitigation fair share percentages for interchange and major street projects. A reimbursement program is the most financially disciplined approach to ensuring that development mitigation fair shares will be provided for each project. This is important given that the Freeway Interchange Program cannot be fully funded without the inclusion of the significant development contributions identified in the Nexus Study. A pass-through program or grant program will not facilitate SANBAG's fiduciary responsibility to ensure that optimal and timely use is made of the Measure I funds. Therefore, pass-through or grant-based administration of the Freeway Interchange program is not a process that staff can recommend. However, staff does recognize that a reimbursement program places a short-term burden on local jurisdictions as they pay invoices in advance of receiving reimbursement, especially in the case of freeway interchange projects, which will typically be more expensive projects. Staff has discussed the need for a timely reimbursement term to minimize this burden. The specifics of the terms are details that should be reserved for further policy development; however staff recommends that the adopted framework should acknowledge the need to provide timely reimbursement. This is envisioned as a much more streamlined approach than the federal or state reimbursement processes. In addition, the impact to local jurisdiction cash flow should be minimal, considering that consultants or contractors paid by the jurisdictions also typically have similar reimbursement terms.

Issue: Allocations to projects by phase creates uncertainty for future phases

Staff recommendation: This issue is related to the staff recommendations to limit allocations to the current phase of work. Staff recommends that allocations be limited to the current phase of work to maximize the cash-flow of Measure I; however, an allocation of funds to any phase prior to construction should represent a commitment by the SANBAG Board to fund the public share of the project through construction as the project is made ready for delivery. This will provide local jurisdictions certainty of future funding availability and prevent project development work from becoming "stale". The specific language of a

policy addressing this commitment will be worked out in the development of the full Strategic Plan.

At this time, staff is requesting approval of a policy framework for the Valley Freeway Interchange Program. Attachment 1 provides the discussion and background for the specific recommendations listed above. It should be noted that all the committees and the SANBAG Board will have the opportunity for review of the detailed policies and procedures as part of approval process for the complete Strategic Plan. The recommendations presented in this item allow staff to proceed in developing these details based on the overall framework presented in Attachment 1. The Measure I 2010-2040 Ordinance is included for reference as Attachment 2.

Financial Impact: This item is consistent with the approved Fiscal Year 2007-2008 SANBAG Budget. TN60908000

Reviewed By: This item will be reviewed by the Major Projects Committee on February 14, 2008.

Responsible Staff: Andrea Zureick, Chief of Programming
Steve Smith, Chief of Planning
Ty Schuiling, Director of Planning and Programming

Attachment 1: Policy Framework for Measure I 2010-2040 Valley Freeway Interchange Program: Options and Recommendations

Objective: Determine recommended policy framework for Measure I 2010-2040 Valley Freeway Interchange Program for further development by SANBAG staff

On January 10, 2007 the SANBAG Board directed staff to further develop policy recommendations for the Valley Freeway, Freeway Interchange, and Major Streets Programs based on input received from local jurisdictions. Development of these policies has progressed to the point of specific recommendations for some of these programs. This paper reviews recommendations related to the Valley Freeway Interchange Program developed by staff through discussion with the Comprehensive Transportation Plan Technical Advisory Committee (CTP TAC) and various members of the City Managers Technical Advisory Committee. This program represents a complex set of issues facing the allocation of Measure I 2010-2040 funds in the Valley region and must address concerns such as protection of revenue within the program, geographic equity among jurisdictions, and the achievement of development mitigation goals. The administration of this program also must consider the issues of cash-flow borrowing between programs, potential for bonding, and need for auditing within the context of the overall management of the Measure I Expenditure Plan.

The Strategic Plan Principles, previously endorsed by the SANBAG Board, set the stage for the development of the policy framework. The principles include:

1. Deliver all Expenditure Plan projects at the earliest possible date.
2. Seek additional and supplemental funds as needed for completion of all Expenditure Plan projects.
3. Maximize leveraging of State, federal, local, and private dollars.
4. Ensure use of federal funds on otherwise federalized projects.
5. Sequence projects to maximize benefit, minimize impact to the traveling public, and support efficient delivery.
6. Provide for geographic equity over the life of the Measure.
7. Recognize that initiation of project development work on arterial, most interchange, and railroad crossing projects is the responsibility of local jurisdictions. Initiation of project development work on freeway mainline projects and interchange improvements required for the mainline projects is the responsibility of SANBAG.
8. Work proactively with agency partners to minimize the time and cost of project delivery.
9. Structure SANBAG to effectively deliver the Measure projects.
10. Exercise environmental stewardship in delivering the Measure projects.
11. Periodically update the Strategic Plan through the life of the Measure.
12. Utilize debt financing when and where appropriate.

The central purpose for developing the policy framework is:

To provide a systematic method to promote project delivery and to ensure geographic equity, transparency, accountability, and financial integrity in managing Measure I 2010-2040 revenues.

Specific objectives considered in developing the framework are to:

1. Promote timely project delivery
2. Ensure geographic and program equity
3. Use Federal and State processes as models, but with more flexibility
4. Maintain simplicity and ease of administration

An overarching principle in implementing these objectives is that of flexibility. The recommended approach provides substantial flexibility to local jurisdictions and to the SANBAG Board in optimizing the use of Measure I funds. It allows funds to be targeted to projects that are ready to be delivered while at the same time providing protections to ensure that each jurisdiction is treated fairly and is not disadvantaged in its allocation of Measure I funds. This provision of flexibility and corresponding protections will require implementing policies that are more detailed and complex than those associated with the current Measure I. But these policies will allow for prudent cash management, with each allocation decision remaining under the complete control of the SANBAG Board.

For this and other reasons, it must be recognized that the administration of Measure I 2010-2040 will be more complex than Measure I 1990-2010. There are more program elements, and the expenditure plan for the new measure allocates more of the funding to non-freeway mainline projects in the Valley. Specifically, the Expenditure Plan describes the Valley Freeway Interchange Program as follows:

D. Freeway Interchange Projects. 11% of revenue collected in the Valley Subarea shall fund Freeway Interchange Projects. Projects to be constructed with Freeway Interchange Projects funds are listed in Schedule D2. Equitable geographic distribution of projects shall be taken into account over the life of the program.

While the Freeway Interchange Program is primarily viewed as a locally-sponsored program, this program is distinctly different from the Local Street Program that defines a per-capita allocation formula for use on projects included in five-year plans adopted by the governing body of the local jurisdiction. In other words, regional programs (e.g. Valley Freeway Interchange program) were viewed to be sufficiently important in the Measure I Expenditure Plan that regional fund pools were established, rather than include those funds into a higher pass-through percentage.

Although simplicity is a prime objective, the administration of Measure I 2010-2040 cannot be as simple as Measure I 1990-2010. The procedural framework will need to strike a

balance between keeping the administration simple while providing assurances that the administration of Measure I will accomplish the intent of the voters as reflected in the expenditure plan. A major distinction of the regional programs is the SANBAG Development Mitigation Nexus Study (Nexus Study), which establishes minimum development mitigation fair share percentages for interchange and major street projects. Pass-through programs do not provide adequate assurances that development mitigation fair shares will be provided for each project. Therefore, pass-through administration of the Freeway Interchange program is not contemplated in this discussion. This implies that the collective judgment of the SANBAG Board needs to be exercised to address regional, as opposed to local, transportation needs. Administration of the revenues associated with these regional programs necessarily includes a certain amount of complexity.

Whatever methodology is chosen for administration of the Valley Freeway Interchange Program, which will be the subject of this discussion, there are four basic steps in the conveyance of funds from SANBAG to the local jurisdiction. Figures 1 and 2 illustrate the various options that have been examined in development of the framework for the Valley Freeway Interchange Program and the staff recommendation, respectively. Explaining all of the options and the pros and cons of each is tedious. Therefore, the body of this white paper focuses on the options that are highlighted in Figure 2 and viewed to best satisfy the objectives stated earlier in this section. Full discussion of each of the options considered is included as Appendix A.

One of the objectives of the policy framework is to achieve revenue and cost balance in each geographic and program area, to the extent possible. Cost and revenue estimates will be changing continually, and decisions on project and program priorities and funding need not be made immediately. Rather, the framework needs to be established in a way that allows the Board to be as responsive as possible to project delivery needs in each program and to optimize the use of funds as demands for those funds arise.

The proposed policy framework involves the following four basic steps:

Identification of projects – Identification of the potential call on Measure I revenues from each of the Valley Programs.



Fund apportionment – Funds directed by the SANBAG Board to a Measure I 2010-2040 program



Fund allocation – Distribution of apportioned funds to either a jurisdiction or to a project



Expenditure – Project-specific funds authorized for expenditure by the SANBAG Board

SANBAG staff is requesting direction to proceed on further development of the recommended framework that is discussed in the sections below. Staff believes that the recommended process is manageable, maintains simplicity, promotes project delivery, fosters geographic and program equity, and provides flexibility to both the SANBAG Board and local jurisdictions in the expenditure of Measure I dollars. Any reference to the Valley Major Streets Program is for context only. A separate paper will be presented on the Major Streets Program at a future time.

**Figure 1. Valley Freeway Interchange Program
Options Identified for Administration of Program**

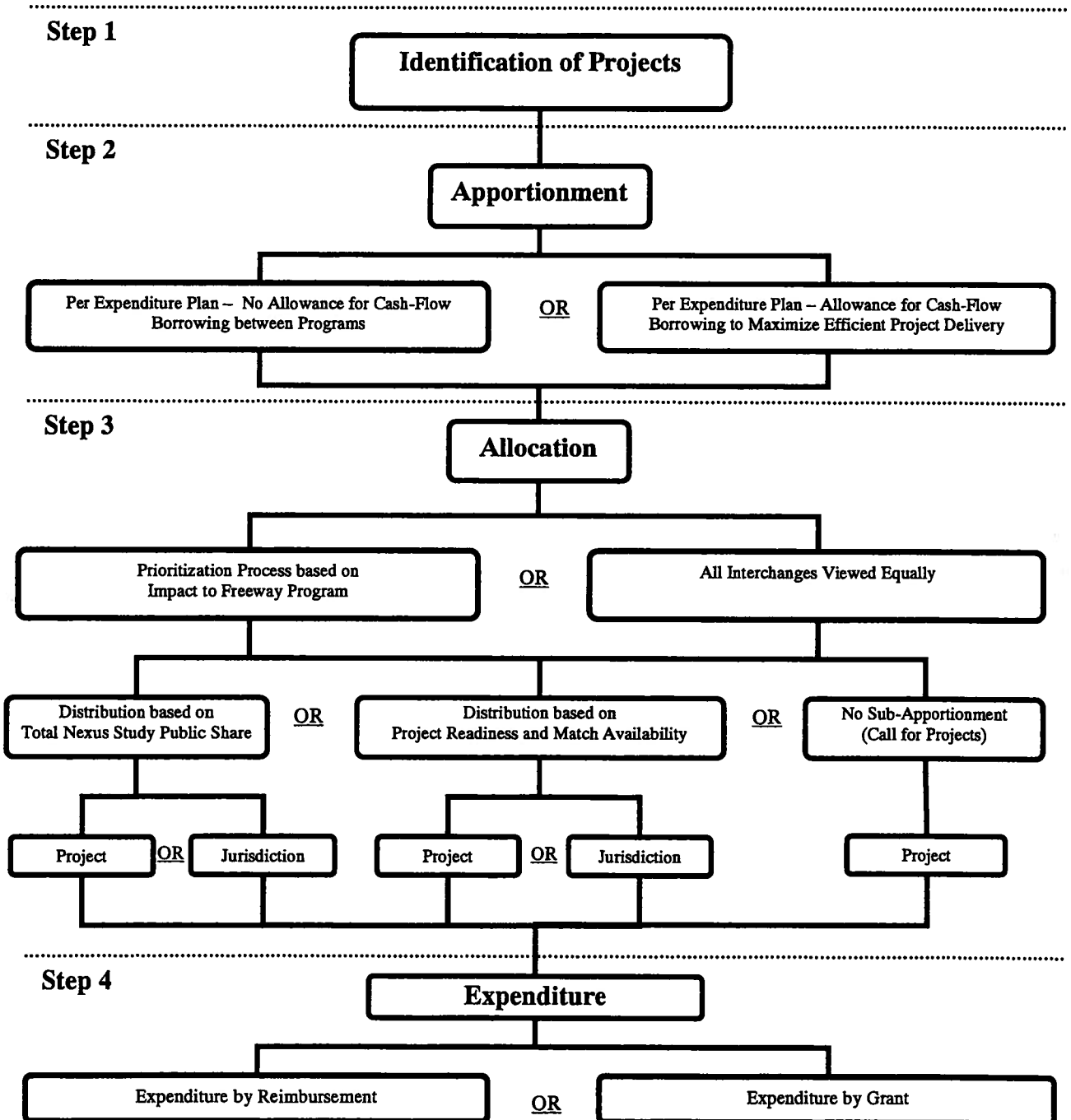
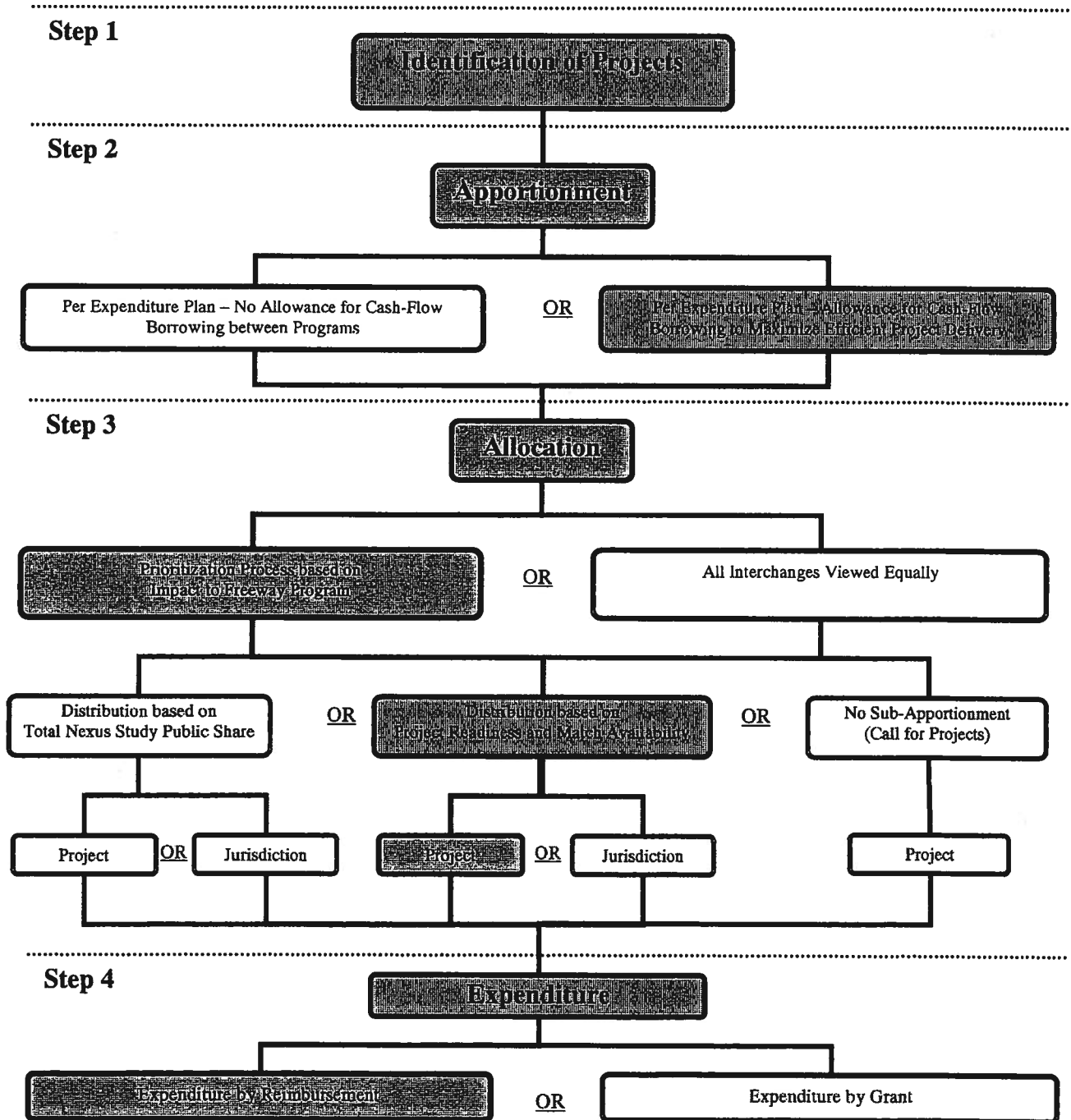


Figure 2. Valley Freeway Interchange Program Recommended Framework



Program-wide Administration: Steps 1 and 2

Step 1: Identification of Projects

This first step in the administration of any program in Measure I 2010-2040 is the identification of revenue availability and projects that are ready to proceed toward implementation with Measure I and other funds required to fully fund the project. SANBAG staff will provide revenue projections for all public share dollars considered in the Expenditure plan, i.e. Measure I and federal and State dollars over which SANBAG has administrative authority. In addition, SANBAG staff will provide project readiness information for the Freeway, Transit, and Rail Programs and for any other projects or programs that SANBAG is sponsoring. Because the projects in the Valley Major Streets and Valley Freeway Interchange Programs are mostly locally sponsored projects, it is appropriate that local project sponsors provide this information for those Programs. The information that is provided for the Major Streets Program will be the first step in the adoption of a five-year project list by the SANBAG Board, as required by the Measure I 2010-2040 Expenditure Plan.

Recommendation: For the purpose of cash-flow analysis, SANBAG staff will provide project readiness information for the Freeway, Transit, and Rail Programs and for any other projects or programs that SANBAG is sponsoring on an annual basis. Staff recommends that local jurisdictions submit to SANBAG annually a list of projects eligible for funding from the Valley Major Streets and Valley Freeway Interchange Programs over the subsequent five-year period. Eligibility is defined as follows:

- 1) The project and all costs listed as eligible for funding from Measure I 2010-2040 must be included in the Nexus Study.
- 2) The project phase must be ready to proceed according to the schedule contained in the project list.
- 3) The development mitigation fair share must be available from either development mitigation fees or loans of other funds to be repaid with development mitigation fees.

Step 2: Fund Apportionment

The next step in the administration of any program in Measure I 2010-2040 is the apportionment of revenue to each program. The fund apportionment process is an annual action by the SANBAG Board to direct anticipated Measure I 2010-2040 revenue to specific programs.

SANBAG staff will prepare a cash flow analysis of all Valley Measure I 2010-2040 programs based on information submitted by local jurisdictions, the funding needs of the SANBAG-sponsored projects, and the assessment of Measure I and other public fund revenue availability extending at least five years into the future. This analysis will also serve as the basis for periodic evaluation of bonding needs. The annual fund apportionment decision by the Board will be informed by this analysis.

Recommendation: The SANBAG Board has full discretion over the annual apportionment of funds between programs. SANBAG staff does not recommend implementing any framework that would limit the discretion of the Board to focus funding toward efficient delivery of all Valley Measure I 2010-2040 programs. While the program distribution is constrained to the percentages identified in the Measure I 2010-2040 Expenditure Plan over the life of the Measure, it is anticipated that, particularly in the Valley region, cash-flow borrowing between programs will be a valuable tool in delivery of Measure I 2010-2040 projects and could minimize the need for and costs associated with bonding. It will be an important tool in implementing several of the Strategic Plan Principles listed earlier. If cash-flow borrowing is not available to the Board, some of the following consequences could occur:

- Dollars may not be available to construct shelf-ready projects, reducing the effectiveness with which Strategic Plan Principle 1 is implemented.
- The overall cost for implementing Measure I projects could increase when shelf-ready projects are delayed.
- Fewer projects may be built because of these additional costs.
- There may be less flexibility in utilizing debt financing allowed for in Strategic Plan Principle 12.

Recommendation: Staff recommends that the SANBAG Board establish a cap on the amount of cash flow borrowing allowed, such as a percentage of the total dollar amount anticipated through the Measure. This meets the objective that all programs receive equitable shares over the life of the Measure by providing protection to ensure a full share of funding for those “lending” programs if at the end of the Measure revenue falls short of projections.

Valley Freeway Interchange Program: Steps 3 and 4

The Valley Freeway Interchange Program is unique from the other programs in that it requires multiple jurisdictions to coordinate local funds toward the implementation of a project; however, one jurisdiction is typically required to take responsibility as the lead agency in administering the project.

Recommendation: Staff recommends that one agency be designated as the lead agency for implementation of freeway interchange projects. This lead agency would be responsible for coordinating the minimum required development mitigation fair share match with the cooperating jurisdictions. If SANBAG assumes the lead agency role at the request of a local jurisdiction, staff recommends that the SANBAG Board establish a project management fee for those services.

SANBAG may also assume the lead agency role if the interchange reconstruction is required to allow for a freeway mainline widening project and the reconstruction would not otherwise occur in a timely fashion. If SANBAG is the lead agency, SANBAG would bill local jurisdictions for the minimum development shares.

Step 3: Fund Allocation

After apportionment decisions are made, SANBAG staff will prepare a report of allocations for the Valley Interchange Program based on the total apportionment to this program.

Recommendation: Staff recommends that Measure I allocations for interchanges should be by project. Because interchanges require participation of multiple jurisdictions, it is more appropriate for apportionments to be allocated, or distributed, by project rather than by jurisdiction and documented in an allocation agreement between the jurisdiction designated as lead agency and SANBAG. The allocation agreement will document the funds available for reimbursement to the jurisdiction for the interchange project as well as the project scope and schedule, estimated costs, fund sources, and any special arrangements, such as loans of development mitigation funds.

Recommendation: Staff recommends that allocations be limited to the current phase of work to maximize the cash-flow of Measure I; however, an allocation of funds to any phase prior to construction should represent a commitment by the SANBAG Board to fund the public share of the project through construction as the project is made ready for delivery. This will provide local jurisdictions certainty of future funding availability and prevent project development work from becoming “stale”.

Recommendation: It is possible that even if cash-flow borrowing between programs is implemented by the SANBAG Board, the demand for public share funds for interchange projects ready to proceed may exceed the public share funds available. In that case, staff recommends that interchanges that are critical to a freeway mainline project may be prioritized for fund allocation.

For example, if the Board apportions funds to the Valley Freeway Interchange Program that are sufficient to meet the public share funding needs for the project phases identified by local jurisdictions as ready for implementation, then each lead agency would receive a project allocation equivalent to the public share cost that has been identified. If the apportionment is not sufficient to meet the public share costs, then any priority interchanges ready for implementation would receive full allocations and any remaining public share funds would be distributed to the other interchanges identified as ready to proceed either proportionally or through a prioritization process, with the exact methodology to be determined in development of the policy guidelines.

Step 4: Expenditure

The Measure I 2010-2040 Expenditure Plan states that no revenue generated from the tax shall be used to replace the fair share contributions required from new development.

Recommendation: Staff recommends that a reimbursement program, as opposed to a pass-through or grant program, should be used for interchanges, as it will facilitate SANBAG’s fiduciary responsibility to ensure that optimal and timely use is made of Measure I 2010-2040 funds.

After the allocation agreement has been approved by the SANBAG Board, jurisdictions designated as lead agencies can begin receiving reimbursement for the costs of eligible work activities on an interchange project up to the amount designated in the agreement. Any public share project costs that exceed the amount in the allocation agreement will be held for reimbursement until new apportionments become available. Invoices submitted to SANBAG will be reimbursed at a rate that accounts for the total development mitigation fair share rate identified for that particular interchange in the Nexus Study and any State or federal funds that are used to buy down the project cost and/or public share cost. The lead agency would be responsible for billing the cooperating jurisdictions for their share of the development mitigation fair share. If SANBAG is managing the project, SANBAG will draw funds from the allocation account for the identified interchange and will bill each participating local jurisdiction for their development mitigation amount for that invoice.

Recommendation: A reimbursement program places a short-term burden on local jurisdictions as they pay invoices in advance of receiving reimbursement. Staff recommends that a defined reimbursement term, such as 30 days, should be implemented to minimize this burden. The specifics of the reimbursement term will be identified in the further development of the policies and procedures in the Strategic Plan.

Recommendation: If projects are not proceeding according to the schedule outlined in the allocation agreement, resulting in large allocated but unused cash balances, SANBAG may request an explanation from the local jurisdiction as to the reason(s) for delay. Staff recommends that excessive delays beyond allowable cure periods (to be defined later in the strategic planning process) that are impacting the ability of other shelf-ready projects to move forward, could result in de-allocation of funds available for that interchange. This would not affect the overall equitable share over the life of the Measure, but could affect the near-term availability of funds.

Development Mitigation for Valley Jurisdictions

The SANBAG Development Mitigation Nexus Study establishes development mitigation fair share percentages for arterial projects and interchange projects for jurisdictions in the Valley and Victor Valley. Appendix B shows the minimum fair share percentages for interchanges in the Valley, both the overall fair share percentages as well as the sub-allocation by jurisdiction. Jurisdictions may exceed the minimum fair share amount on any given interchange project, but no credit will be given for this on any other interchange projects.

Recommendation: All project phases are required to meet the minimum development fair share rates identified in the Nexus Study.

SANBAG staff will compare the development fair share matches identified in the five-year project list with the development mitigation annual reports submitted by local jurisdictions to determine whether the development mitigation funds proposed can be reasonably expected to be available. Jurisdictions may exceed the minimum fair share amount on any given interchange project, but no credit will be given for overmatching on any other projects. Provisions for loans of development fair share matches are discussed below.

Loans

Recommendation: Staff recommends that jurisdictions should be allowed to transact loans internal to their jurisdiction or with other jurisdictions to provide development mitigation funds to facilitate project delivery for interchange projects. The source, amount, and terms of the loan would need to be documented and SANBAG would reserve the right to audit loan transactions used as a basis for funding the development mitigation funds.

Recommendation: For interchange projects, staff also recommends that local jurisdictions should be allowed to request a loan from SANBAG to provide development mitigation funds to facilitate project delivery. This is in addition to the internal loans referenced above. The loan would be to the jurisdiction that is unable to fund their fair share, and loan amounts would be paid to the lead agency to cover fair share amounts associated with invoicing for the interchange project in question. Repayment of the loan would be to SANBAG from the agency requesting the loan. Terms of the loan would be negotiated on a case-by-case basis, based on factors such as anticipated pace of future development, and would include interest. Failure to comply with the terms of the loan could result in reduction of the jurisdiction's future allocations. This would not affect the pass-through funds for the Local Streets Program.

Credit Agreements

The proposed approach allows for developer credit for portions of Nexus Study projects constructed by a developer. This will apply more to arterial projects than to interchanges, but credit for constructing portions of interchanges is a possibility. In either case, SANBAG will not be a party to credit agreements. The agreement will be strictly between the local jurisdiction and the developer. Reimbursement of Measure I dollars to a jurisdiction may be provided for interchange construction on Nexus Study projects undertaken by a developer under certain circumstances. A copy of the credit agreement must be provided along with the Project Authorization Form. Reimbursement requires documentation comparable to invoices used for public construction contracts (e.g. quantities, per-unit costs, etc.), and the invoices must separate the development mitigation portion of the construction from any non-development mitigation portion of the construction in a verifiable fashion. For example, construction work for development site excavation cannot be mixed with roadway-related excavation. Reimbursement will occur based on this invoicing only for the public share of the costs. The minimum fair share amount will be deducted from invoices received.

APPENDIX A

Policy Framework for Valley Freeway Interchange Program
Analysis of Options

MEASURE I 2010-2040 STRATEGIC PLAN **Valley Freeway Interchange Program Apportionment and Expenditure Concepts**

Purpose

The purpose of a defined apportionment and allocation process for the Valley Freeway Interchange Program is to provide a systematic method to ensure geographic equity, transparency, and accountability in managing Measure I 2010-2040 revenues. The administration of this program is substantially more complex than any of the fund allocation programs administered by SANBAG under the Measure I 1990-2010 and processes need to be in place to establish clear guidance and order for the SANBAG Board and local project sponsors.

General

- Process generally follows Federal and State allocation/reimbursement approach, but with greater flexibility
- Process maintains consistency with guidance provided by Plans and Programs Committee
- Project costs can be modified through a Nexus Study amendment, but the local development mitigation program must be modified first

Note: Staff recommendations are highlighted in bold text

Valley Interchange Program			Process		Description/Options		Pro		Con	
Identification of Needs					Measure I Ordinance does not specify Board adoption of five-year plans for the Valley Interchange Program. However, staff recommends that a cash-flow analysis be prepared on an annual basis.					
Apportionment Funds directed by the SANBAG Board to the particular Measure I 2010-2040 Programs					SANBAG Board identifies annual apportionment to each program. Annual apportionment levels can be based on: <u>OPTION 1:</u> Percentage distribution contained in the Measure I 2010-2040 Expenditure Plan <u>OPTION 2:</u> Revenue projections and overall Measure I program needs as compared to Valley Interchange Program funding needs identified in cash-flow analysis. This allows for the Board to adjust annual apportionment percentages at their discretion.		Minimizes administrative burden of tracking loans between programs; more reliable for local jurisdiction planning Allows for full use of Measure in any year where revenue exceeds need in a program; allows Board flexibility for efficient delivery		Could delay projects ready to proceed while money accumulates; does not allow flexibility for SANBAG Board to focus funding toward efficient delivery Increased administrative burden to ensure all programs receive apportionment per Expenditure Plan at the end of the Measure	

Process	Description/Options	Pro	Con
Prioritization	<p>OPTION 1: The SANBAG Board will develop a list of interchanges that will receive priority in both apportionment and allocation because of the impact of those interchanges on the ability to deliver mainline projects. This does not preclude other interchanges from eligibility for funding, provided adequate funds are available.</p> <p>OPTION 2: All interchanges will be viewed equally in apportionment and allocation decisions with funding priorities guided by CPNAs.</p>	<p>Minimizes possibility that interchange construction will delay mainline construction</p> <p>Provides more assurance for local jurisdictions that funds may be available for local priorities as they are ready for implementation</p>	<p>Local priorities may not be consistent with regional priorities; could result in delay of projects ready for construction unless additional revenue is made available through bonding or increases in apportionment</p> <p>May result in delay to implementation of mainline construction</p>
Allocation Distribution of funds from the Program apportionment to either a specific project or jurisdiction	<p>OPTION 1: Allocation, or distribution, of apportionment is based on the public share costs identified in the SANBAG Nexus Study. The percentage distribution to each interchange is constant throughout the Measure.</p> <p>OPTION 2: Interchange Program annual apportionment is assigned by interchange based on project readiness and match availability.</p> <p>OPTION 3: Interchange Program annual apportionment is assigned to an overall Interchange "account" (i.e., not assigned to a specific interchange). Interchanges ready for implementation are eligible for allocation of funds from this account on a project-readiness basis.</p>	<p>If annual apportionment is not adequate to fund project elements ready to proceed, all interchanges under development will be affected equally (if there are priority interchanges, they will receive full funding and other interchanges will receive proportionately less). Provides more assurance to jurisdiction that funds will be available when the project is ready for allocation</p> <p>Projects that are "ready-to-go" will likely receive full allocations</p>	<p>Not a viable alternative – would take entire Measure to accumulate funds for every interchange</p> <p>If annual apportionment is not adequate to fund project elements ready to proceed, none of the interchanges receiving apportionments will be able to receive full allocation initially (unless there are priority interchanges, which would receive full allocations with other interchanges receiving proportionately less); projects that are not proceeding on schedule can tie up funds that could be available for others</p> <p>If annual apportionments are less than the need identified in the CPNA, the last projects requesting allocations may be denied because of lack of apportionment balance</p>

Process	Description/Options		Pro	Con
Process	Description/Options		Pro	Con
Sub-Allocation	<p>Because interchanges require participation of multiple jurisdictions, apportionments should be allocated by interchange project rather than by jurisdiction. The jurisdiction selected as lead jurisdiction will enter into an interchange-specific agreement with SANBAG and will be responsible for collecting any development fair share costs required by participating jurisdictions.</p> <p>If SANBAG is the lead agency for an interchange project, SANBAG enter into agreements with each of the participating jurisdictions and will bill those jurisdictions for the development fair share costs in accordance with the agreement. SANBAG may also charge project management fees.</p>			
Expenditure	<p>Expenditure payment can be administered in the following ways:</p> <p><u>OPTION 1: Local jurisdictions expend funds through a progress invoice reimbursement process</u></p> <p><u>OPTION 2: SANBAG issues a check to the local jurisdiction for the amount allocated to the jurisdiction project.</u></p>		<p>Ensures project maintains minimum development fair share per Nexus Study and Expenditure Plan; SANBAG retains more control over timely use of funds</p> <p>Reduces invoicing/administrative burden for both SANBAG and local jurisdiction; doesn't require local jurisdiction to have sufficient funds to "front" project costs while waiting for reimbursement</p>	<p>More complex invoicing/administration for SANBAG and jurisdiction; may require audit spot checks to check that development fees are being used</p> <p>Difficult for SANBAG to guarantee fiduciary responsibility in expenditure of Measure funds; requires detailed audit of local expenditures to verify minimum fair shares; public share of project costs may include State or federal funds that are not available through a grant process; minimizes ability to use "timely use of funds" tactics to ensure efficient use of funds</p>

APPENDIX B

SANBAG Development Mitigation Nexus Study Minimum Development Contribution Fair Share Percentages

Table 1a. Interchanges along SR-60
Estimate of Development's Percent Fair Share of Interchange Costs

Interchange @ SR-60	Ratio of Growth to 2030 in Traffic Shed	2005 Cost (\$Mill)	Chino	Chino Sphere	Montclair	Montclair Sphere	Ontario	Sum of Percentages
Ramona	31.3%	\$23.71	53.6%	16.7%	7.7%	22.0%		100%
Central	58.8%	\$23.71	91.7%	0.9%	0.6%	6.7%		100%
Mountain	46.2%	\$20.32	49.6%				50.4%	100%
Euclid	44.5%	\$5.65	43.0%				57.0%	100%
Grove	48.3%	\$39.52	1.2%				98.8%	100%
Vineyard	60.3%	\$39.52	6.7%				93.3%	100%
Archibald	66.1%	\$5.65					100.0%	100%

Table 1b. Interchanges along SR-60
Estimate of Development's Fair Share of Interchange Costs
(\$ in millions)

Interchange @ SR-60	Ratio of Growth to 2030 in Traffic Shed	2005 Cost	Chino	Chino Sphere	Montclair	Montclair Sphere	Ontario	Sum of Fair Shares
Ramona	31.3%	\$23.71	\$3.98	\$1.24	\$0.57	\$1.63		\$7.42
Central	58.8%	\$23.71	\$12.78	\$0.13	\$0.08	\$0.93		\$13.93
Mountain	46.2%	\$20.32	\$4.66				\$4.73	\$9.39
Euclid	44.5%	\$5.65	\$1.08				\$1.43	\$2.51
Grove	48.3%	\$39.52	\$0.23				\$18.86	\$19.09
Vineyard	60.3%	\$39.52	\$1.60				\$22.23	\$23.83
Archibald	66.1%	\$5.65					\$3.73	\$3.73
Total		\$158.06	\$24.32	\$1.36	\$0.66	\$2.57	\$50.98	\$79.89

**Table 2a. Interchanges along I-10 from LA County Line to I-15
Estimate of Development's Percent Fair Share of Interchange Costs**

Interchange @ I-10	Ratio of Growth to 2030 in Traffic Shed	2005 Cost (\$Mill)	Montclair	Upland	Upland Sphere	Ontario	Rancho Cucamonga	Sum of Percentages
Monte Vista	24.1%	\$22.58	73.5%	2.2%	24.3%			100%
Grove/4th	17.1%	\$60.97		13.7%		63.7%	22.6%	100%
Euclid	17.4%	\$6.77		60.0%		40.0%		100%

**Table 2b. Interchanges along I-10 from LA County Line to I-15
Estimate of Development's Fair Share of Interchange Costs
(\$ in millions)**

Interchange @ I-10	Ratio of Growth to 2030 in Traffic Shed	2005 Cost	Montclair	Upland	Upland Sphere	Ontario	Rancho Cucamonga	Sum of Fair Shares
Monte Vista	24.1%	\$22.58	\$4.00	\$0.12	\$1.32			\$5.44
Grove/4th	17.1%	\$60.97		\$1.43		\$6.64	\$2.36	\$10.43
Euclid	17.4%	\$6.77		\$0.71		\$0.47		\$1.18
Total		\$90.32	\$4.00	\$2.26	\$1.32	\$7.11	\$2.36	\$17.05

**Table 3a. Interchanges along I-10 from I-15 to I-215
Estimate of Development's Percent Fair Share of Interchange Costs**

Interchange @ I-10	Ratio of Growth to 2030 in Traffic Shed	2005 Cost (\$Mill)	Federal Earmarks	Fontana	Fontana Sphere	Rialto	Rialto Sphere	Colton	Colton Sphere	San Bernardino	Sum of Percentages
Cherry	35.4%	\$38.95		36.0%	64.0%						100%
Beech	50.0%	\$30.48		63.5%	36.5%						100%
Citrus*	38.4%	\$40.19	(\$2.4)	99.4%	0.6%						100%
Alder	50.0%	\$30.14		71.2%			28.8%				100%
Cedar	30.0%	\$30.48		12.3%		14.2%	73.5%				100%
Riverside	27.4%	\$45.16	(\$2.0)			65.8%	7.9%	26.2%			100%
Pepper	34.0%	\$30.03					1.8%	91.9%	2.2%	4.1%	100%
Mt. Vernon	5.1%	\$28.23						100.0%			100%

**Table 3b. Interchanges along I-10 from I-15 to I-215
Estimate of Development's Fair Share of Interchange Costs
(\$ in millions)**

Interchange @ I-10	Ratio of Growth to 2030 in Traffic Shed	2005 Cost	Federal Earmarks	Fontana	Fontana Sphere	Rialto	Rialto Sphere	Colton	Colton Sphere	San Bernardino	Sum of Fair Shares
Cherry	35.4%	\$38.95		\$4.96	\$8.82						\$13.79
Beech	50.0%	\$30.48		\$9.68	\$5.56						\$15.24
Citrus*	38.4%	\$40.19	(\$2.4)	\$14.43	\$0.09						\$14.52
Alder	50.0%	\$30.14		\$10.73			\$4.34				\$15.07
Cedar	30.0%	\$30.48		\$1.12		\$1.30	\$6.72				\$9.14
Riverside	27.4%	\$45.16	(\$2.0)			\$7.78	\$0.93	\$3.10			\$11.81
Pepper	34.0%	\$30.03					\$0.18	\$9.38	\$0.22	\$0.42	\$10.21
Mt. Vernon	5.1%	\$28.23						\$1.44			\$1.44
Total		\$273.67	(\$4.40)	\$40.92	\$14.48	\$9.08	\$12.18	\$13.92	\$0.22	\$0.42	\$91.23

**Table 4a. Interchanges along I-10 from I-215 to Riverside County Line
Estimate of Development's Percent Fair Share of Interchange Costs**

Interchange @ I-10	Ratio of Growth to 2030 in Traffic Shed	2005 Cost (\$Mill)	San Bernardino	Loma Linda	Loma Linda Sphere	Redlands	Donut Hole	Redlands Sphere	Yucaipa	Sum of Percentages
Tippecanoe	34.6%	\$45.16	50.0%	50.0%						100%
Mt. View	37.8%	\$45.16	20.0%	70.0%	6.1%	3.9%				100%
California	47.8%	\$39.52		37.9%	22.4%	14.6%	25.2%			100%
Alabama	50.5%	\$23.71				34.9%	65.1%			100%
University	17.9%	\$4.52				100.0%				100%
Wabash	35.8%	\$23.71				12.5%		87.5%		100%
Live Oak	37.0%	\$18.00				1.0%			99.0%	100%
Wildwood	50.0%	\$28.23							100.0%	100%

**Table 4b. Interchanges along I-10 from I-215 to Riverside County Line
Estimate of Development's Fair Share of Interchange Costs
(\$ in millions)**

Interchange @ I-10	Ratio of Growth to 2030 in Traffic Shed	2005 Cost	San Bernardino	Loma Linda	Loma Linda Sphere	Redlands	Donut Hole	Redlands Sphere	Yucaipa	Sum of Fair Shares
Tippecanoe	34.6%	\$45.16	\$7.81	\$7.81						\$15.63
Mt. View	37.8%	\$45.16	\$3.41	\$11.95	\$1.04	\$0.67				\$17.07
California	47.8%	\$39.52		\$7.16	\$4.23	\$2.76	\$4.76			\$18.91
Alabama	50.5%	\$23.71				\$4.18	\$7.79			\$11.97
University	17.9%	\$4.52				\$0.81				\$0.81
Wabash	35.8%	\$23.71				\$1.06		\$7.43		\$8.49
Live Oak	37.0%	\$18.00				\$0.07			\$6.59	\$6.66
Wildwood	50.0%	\$28.23							\$14.11	\$14.11
Total		\$227.99	\$11.23	\$26.92	\$5.27	\$9.54	\$12.55	\$7.43	\$20.71	\$93.64

**Table 5a. Interchanges along I-15 from Riverside County Line to Devore Interchange
Estimate of Development's Percent Fair Share of Interchange Costs**

Interchange @ I-15	Ratio of Growth to 2030 in Traffic Shed	2005 Cost (\$Mill)	Federal Earmarks	Fontana	Fontana Sphere	Rancho Cucamonga	Rialto	Rialto Sphere	Sum of Percentages
6th/Arrow	50.0%	\$32.74			10.1%	90.0%			100%
Baseline	50.0%	\$20.32	(\$4.0)	33.4%		66.6%			100%
Duncan Cyn.	77.3%	\$20.32		79.0%	21.0%				100%
Sierra	80.3%	\$11.29		27.9%	1.4%		64.5%	6.1%	100%

**Table 5b. Interchanges along I-15 from Riverside County Line to Devore Interchange
Estimate of Development's Fair Share of Interchange Costs
(\$ in millions)**

Interchange @ I-15	Ratio of Growth to 2030 in Traffic Shed	2005 Cost	Federal Earmarks	Fontana	Fontana Sphere	Rancho Cucamonga	Rialto	Rialto Sphere	Sum of Fair Shares
6th/Arrow	50.0%	\$32.74			\$1.65	\$14.73			\$16.39
Baseline	50.0%	\$20.32	(\$4.0)	\$2.73		\$5.44			\$8.16
Duncan Cyn.	77.3%	\$20.32		\$12.41	\$3.30				\$15.71
Sierra	80.3%	\$11.29		\$2.53	\$0.13		\$5.85	\$0.55	\$9.06
Total		\$84.68	(\$4.00)	\$17.67	\$5.08	\$20.17	\$5.85	\$0.55	\$49.31

**Table 6a. Interchanges along I-215 from Riverside County Line to Devore Interchange
Estimate of Development's Percent Fair Share of Interchange Costs**

Interchange @ I-215	Ratio of Growth to 2030 in Traffic Shed	2005 Cost (\$Mill)	Rialto Sphere	San Bernardino	San Bernardino Sphere	Sum of Percentages
University	15.8%	\$25.97	2.2%	43.0%	55.0%	100%
Pep/Lind	50.0%	\$45.16		100.0%		100%
Palm	35.7%	\$9.03		50.0%	50.0%	100%

**Table 6b. Interchanges along I-215 from Riverside County Line to Devore Interchange
Estimate of Development's Fair Share of Interchange Costs
(\$ in millions)**

Interchange @ I-215	Ratio of Growth to 2030 in Traffic Shed	2005 Cost	Rialto Sphere	San Bernardino	San Bernardino Sphere	Sum of Fair Shares
University	15.8%	\$25.97	\$0.09	\$1.76	\$2.26	\$4.11
Pep/Lind	50.0%	\$45.16	\$0.00	\$22.58	\$0.00	\$22.58
Palm	35.7%	\$9.03		\$1.61	\$1.61	\$3.22
Total		\$80.16	\$0.09	\$25.96	\$3.87	\$29.92

**Table 7a. Interchanges along SR-210 from I-215 to I-10
Estimate of Development's Percent Fair Share of Interchange Costs**

Interchange @ SR-210	Ratio of Growth to 2030 in Traffic Shed	2005 Cost (\$Mill)	San Bernardino	San Bernardino Sphere	Redlands	Highland	Sum of Percentages
Waterman	18.2%	\$45.16	100.0%				100%
Del Rosa	32.8%	\$31.61	63.0%	9.0%		28.0%	100%
Victoria	45.0%	\$0.00	57.4%			42.6%	100%
Baseline	41.9%	\$15.81				100.0%	100%
5th	44.1%	\$15.81	5.2%		1.4%	93.4%	100%

**Table 7b. Interchanges along SR-210 from I-215 to I-10
Estimate of Development's Fair Share of Interchange Costs
(\$ in millions)**

Interchange @ SR-210	Ratio of Growth to 2030 in Traffic Shed	2005 Cost	San Bernardino	San Bernardino Sphere	Redlands	Highland	Sum of Fair Shares
Waterman	18.2%	\$45.16	\$8.22				\$8.22
Del Rosa	32.8%	\$31.61	\$6.53	\$0.93		\$2.90	\$10.37
Victoria	45.0%	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00
Baseline	41.9%	\$15.81				\$6.62	\$6.62
5th	44.1%	\$15.81	\$0.36		\$0.10	\$6.51	\$6.97
Total		\$108.38	\$15.11	\$0.93	\$0.10	\$16.04	\$32.18

MEASURE "I"**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
ORDINANCE NO. 04-01****AN ORDINANCE PROVIDING FOR THE CONTINUATION OF A ONE-HALF OF ONE
PERCENT RETAIL TRANSACTIONS AND USE TAX BY THE SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY FOR LOCAL TRANSPORTATION PURPOSES AND THE
TRANSPORTATION EXPENDITURE PLAN****PREAMBLE**

This one-half of one percent retail transactions and use tax is statutorily dedicated for transportation planning, design, construction, operation and maintenance only in San Bernardino County and cannot be used for other governmental purposes or programs. There are specific safeguards in this Ordinance to ensure that funding from the Measure "I" one-half of one percent transactions and use tax is used in accordance with the specified voter-approved transportation project improvements and programs. These safeguards include:

- The specific projects and programs included in the Expenditure Plan will be funded by revenue raised by this transactions and use tax. The transportation Expenditure Plan can be changed only upon approval by a majority of all cities in the County representing a majority of the incorporated population and approval by the San Bernardino County Board of Supervisors.
- An Independent Taxpayer Oversight Committee is created to provide for citizen review to ensure that all Measure "I" funds are spent in accordance with provisions of the Expenditure Plan and Ordinance.
- Continuation of San Bernardino County's one-half of one percent transactions and use tax is for transportation programs only and is not intended to replace traditional revenues generated through locally-adopted development fees and assessment districts. Collection of the one-half of one percent transactions and use tax will start upon the expiration of the Existing Tax.
- The San Bernardino County Transportation Authority will continue to seek maximum funding for transportation improvements through State and federal programs. The Authority will not provide transactions and use tax revenue to any city or to the County unless all transportation revenues currently used by that agency are continued to be used for transportation purposes.

The San Bernardino County Transportation Authority ordains as follows:

SECTION I. SUMMARY. This Ordinance provides for the continued imposition of a retail transactions and use tax of one-half of one percent for local transportation purposes for a period of thirty (30) years, the authority to issue limited tax bonds secured by such taxes, the administration of the tax proceeds and a county transportation Expenditure Plan.

SECTION II. MANDATED TAXPAYER SAFEGUARDS.

A. Independent Taxpayer Oversight Committee. Beginning on April 1, 2010, an Independent Taxpayer Oversight Committee will be established as specified in Exhibit B of this Ordinance to provide citizen review and to ensure that all Measure "I" funds are spent in accordance with provisions of the Expenditure Plan and Ordinance. Exhibit B contains the specific terms and conditions for an Independent Taxpayer Oversight Committee and its review of periodic independent financial audits.

B. Administrative Costs. The Authority shall expend only that amount of funds generated from the tax that is necessary and reasonable to carry out its responsibilities for audit, administrative expenses, staff support, and contract services. In no case shall the funds expended for salaries and benefits exceed one percent (1%) of the annual net amount of revenue raised by the tax.

C. Maintenance of Effort. The Authority, by the enactment of this Ordinance, intends the additional funds provided government agencies by this measure to supplement existing local revenues being used for street and highway purposes. Transactions and use tax revenue shall not be used to replace existing road funding programs or to replace requirements for new development to provide for its own road needs. Under this Measure, funding priorities should be given to addressing current road needs, easing congestion, and improving roadway safety.

The government agencies shall maintain their existing commitment of transportation funds for street, highway and public transit purposes, and the Authority shall enforce this provision by appropriate actions, including fiscal audits of the local agencies.

SECTION III. DEFINITIONS. The following definitions shall apply in this Ordinance:

A. "The Expenditure Plan" means the San Bernardino County Transportation Authority Expenditure Plan (attached as Exhibit A and adopted as part of this Ordinance) including any future amendments thereto.

B. "County" means the County of San Bernardino.

C. "Authority" means the San Bernardino County Transportation Authority. The San Bernardino County Transportation Commission has been designated to serve as the Authority under the provisions of Public Utilities Code Section 180050.

D. "Existing Tax" means the one-half of one percent retail transactions and use tax adopted pursuant to Ordinance No. 89-01 and Ordinance No. 90-01.

SECTION IV. AUTHORITY. This Ordinance is enacted, pursuant to the provisions of Division 19 (commencing with Section 180000) of the Public Utilities Code, and Section 7252.16 of the Revenue and Taxation Code.

SECTION V. CONTINUED IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX.

Upon voter approval of Measure "I," the Authority shall continue to impose, in the incorporated and unincorporated territory of the County of San Bernardino, a transactions and use tax for transportation purposes (referred to as "the tax") at the rate of one-half of one percent (0.5%) for a period of thirty (30) years beginning April 1, 2010. There shall be no coincidental assessment of the current tax (which will expire on March 31, 2010) and the tax to be imposed pursuant to this Ordinance. The tax shall be imposed by the Authority in accordance with Section 180201 of the

Public Utilities Code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code. The provisions of Revenue and Taxation Code Sections 7261 and 7262 are incorporated herein by reference as though fully set forth herein. The tax shall be in addition to any other taxes authorized by law, including any existing or future state or local sales tax or transactions and use tax.

SECTION VI. PURPOSES. Revenues from the tax shall be used for transportation purposes only and may include, but are not limited to, the administration of this division, including legal actions related thereto and costs of the initial preparation and election, the construction, maintenance, improvements, and operation of local streets, roads, and highways, state highways and freeways, public transit systems including rail, and related purposes. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures also include, but are not limited to, debt service on bonds and expenses in connection with issuance of bonds.

SECTION VII. RETURN TO SOURCE. After deduction of required Board of Equalization fees and authorized administrative costs, revenues generated from each specified subarea within San Bernardino County as outlined in the Expenditure Plan will be expended on projects of direct benefit to that subarea. Revenues will be accounted for separately for each subarea and then allocated to specified project categories in each subarea. Decisions on how revenues are expended within the subareas will be made by the Authority Board of Directors, based upon recommendations of local representatives. Other than the projects identified in the Cajon Pass Expenditure Plan, revenues generated within a subarea shall be expended outside of that subarea only upon approval of two-thirds (2/3) of the jurisdictions within the affected subarea.

SECTION VIII. CONTRIBUTIONS FROM NEW DEVELOPMENT. No revenue generated from the tax shall be used to replace the fair share contributions required from new development. Each local jurisdiction identified in the Development Mitigation Program must adopt a development financing mechanism within 24 months of voter approval of this Measure "I" that would:

1. Require all future development to pay its fair share for needed transportation facilities as a result of the development, pursuant to California Government Code Section 66000 et seq. and as determined by the Congestion Management Agency.
2. Comply with the Land Use/Transportation Analysis and Deficiency Plan provisions of the Congestion Management Program pursuant to California Government Code Section 65089.

The Congestion Management Agency shall require fair share mitigation for regional transportation facilities through a Congestion Management Program update to be approved within 12 months of voter approval of this Measure "I."

SECTION IX. ADMINISTRATION OF PLANS. The Authority shall impose and collect the tax, and shall administer the Expenditure Plan consistent with the provisions and priorities of the Expenditure Plan and consistent with the authority cited herein.

SECTION X. BONDING AUTHORITY. Upon voter approval of Measure "I", the Authority shall have the power to sell or issue, from time to time, on or before the collection of taxes, bonds, or other evidence of indebtedness, including, but not limited to, capital appreciation bonds, in the aggregate principal amount at any one time outstanding of not to exceed the estimated proceeds of the tax, as determined by the Expenditure Plan, and to secure such indebtedness solely by

way of future collection of taxes, for capital outlay expenditures for the purposes set forth in Section V hereof, including the carrying out of transportation projects described in the Expenditure Plan.

SECTION XI. ANNUAL APPROPRIATIONS LIMIT. The annual appropriations limit has been established pursuant to Ordinance 89-01 pursuant to Section 4 of Article XIII B of the California Constitution and Section 180202 of the Public Utilities Code. The appropriations limit has and shall be subject to adjustment as provided by law.

SECTION XII. EFFECTIVE AND OPERATIVE DATES. Subject to voter approval, this Ordinance shall become operative on the first day of the first calendar quarter commencing more than 110 days after adoption of this Ordinance. Prior to the operative date of this Ordinance, the Authority shall contract with the State Board of Equalization to perform all functions incidental to the administration and operation of this Ordinance.

SECTION XIII. ELECTION. The Authority requests the Board of Supervisors to call an election for voter approval of the attached proposition Measure "I" (Exhibit C), which election shall be held on November 2, 2004, and consolidated with other elections to be held on that same date, that the measure retains its designation as Measure "I," and that it appear first in order on the local San Bernardino County ballot before all other local measures. The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county. The sample ballot to be mailed to the voters shall be the full proposition as set forth in this Ordinance, and the voter information handbook shall include the entire Expenditure Plan. Approval of the attached proposition and the imposition of the tax shall require the affirmative vote of 2/3rds of the electors voting on the attached proposition at the election described in this section.

SECTION XIV. EXPENDITURE PLAN AMENDMENTS. The Expenditure Plan may only be amended by the following process:

1. Beginning in 2015, and at least every ten years thereafter, the Authority shall review and, where necessary, propose revision to the Expenditure Plan. Such review shall consider recommendations from local governments, transportation agencies and interest groups, and the general public.
2. The Authority shall notify the cities/towns and Board of Supervisors of the proposed revision and initiation of an amendment, reciting findings of necessity.
3. Actions of the city/town councils and Board of Supervisors to approve or to oppose the amendment shall be formally communicated to the Authority within 60 days of notice of initiation of amendment.
4. The boundaries of subareas shall be amended only by unanimous approval of all the jurisdictions in the subareas where an amendment is proposed to include or exclude territory.
5. Approval of the amendment by a majority of the cities/towns constituting a majority of the incorporated population provided, however, that any amendment of the Victor Valley Expenditure Plan (Schedule E) shall also require a two-thirds vote of the jurisdictions within the Victor Valley subarea.
6. Approval of the amendment by the Board of Supervisors.
7. Approval of the amendment by the Authority.

SECTION XV. SEVERABILITY. If any tax or provision of this Ordinance is for any reason held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining taxes or provisions, or the existing tax and the Authority declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.

SECTION XVI. THE EXISTING TAX. Nothing in the Ordinance is intended to modify, repeal, alter or increase the Existing Tax. The provisions of this Ordinance shall apply solely to the retail transactions and use tax adopted herein and not to the collection or administration of the Existing Tax.

APPROVED AND ADOPTED by the San Bernardino County Transportation Authority at its meeting on June 2, 2004 by the following vote:

AYES: Alexander, Burgnon, Dale, Hertzmann, Ulloa, Norton-Perry, Chastain, Nuaimi, Cortes, Lindley, McCallon, Christman, Eaton, Valentine, Ovitt, Gilbreath, Wilson, Bagley, Rothschild, Riddell, Cook, Biane, Hansberger, Postmus, Aguiar, Young

NOES: None

ABSENT: Nehmens, Valles, Pomierski

ABSTENTION: None

By: _____
William J. Alexander, Chairman
San Bernardino County Transportation Authority

Attested: _____
Vicki Watson
Clerk of the Board

Exhibit A

Transportation Expenditure Plan

Revenue Estimates and Distribution. Allocation of revenue authorized by Ordinance No. 04-01 is established within this Expenditure Plan. Funds shall be allocated by percentage of the actual revenue received. An estimate of revenues and allocation among categories is reflected in Schedule A – Transportation Improvement Program. The estimated revenue is based upon 2004 value of money and is not binding or controlling.

Return to Source. After deduction of required Board of Equalization fees and authorized costs, revenues generated from each specified subarea within San Bernardino County will be expended on projects of direct benefit to that subarea. Revenues will be accounted for separately for each subarea and then allocated to specified project categories. Decisions on how revenues are expended within the subareas will be made by the Authority Board of Directors, based upon recommendation of local representatives.

Subarea Identification. The San Bernardino Valley Subarea will include the cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa and unincorporated areas in the east and west portions of the San Bernardino valley urbanized area. The Mountain-Desert area will include the following subareas: (1) The North Desert Subarea, which includes the City of Barstow and surrounding unincorporated areas; (2) The Colorado River Subarea, which includes the City of Needles and the surrounding unincorporated areas of the East Desert; (3) The Morongo Basin Subarea, which includes the City of Twentynine Palms, Town of Yucca Valley, and surrounding unincorporated areas; (4) The Mountain Subarea, which includes the City of Big Bear Lake and surrounding unincorporated areas of the San Bernardino Mountains; and (5) the Victor Valley Subarea, which includes the Cities of Adelanto, Hesperia, and Victorville; the Town of Apple Valley; and surrounding unincorporated areas including Wrightwood.

Contribution from New Development. No revenue generated from the tax shall be used to replace the fair share contributions required from new development.

Requirement for Annual Financial and Compliance Audits of Measure “I” Funds. The San Bernardino County Transportation Authority and each agency receiving an allocation of Measure “I” revenue authorized in this Expenditure Plan shall undergo an annual financial audit performed in accordance with generally accepted auditing standards and government auditing standards issued by the Comptroller General of the United States. Compliance audits also shall be conducted to ensure that each agency is expending funds in accordance with the provisions and guidelines established for Measure “I” revenue.

Cajon Pass Expenditure Plan. Three percent of the revenue generated in the San Bernardino Valley Subarea and the Victor Valley Subarea will be reserved in advance of other allocations specified in this plan in an account for funding of the I-15/I-215 Interchange in Devore, I-15 widening through Cajon Pass, and truck lane development. Cajon Pass serves as the major transportation corridor connecting the two urbanized areas within San Bernardino County and is in need of the identified improvements. These improvements are critical components to intra-county travel for residents of both the Victor Valley and San Bernardino Valley. Projects to be constructed from the Cajon Pass Expenditure Plan are listed in Schedule C.

San Bernardino Valley Subarea Expenditure Plan. In that area described as the Valley Subarea, project categories shall be established as specified below. The San Bernardino Valley Subarea Expenditure Plan is illustrated in Schedule D.

A. State and Federal Transportation Funds. A proportional share of projected state and federal transportation funds shall be reserved for use solely within the Valley subarea.

B. Revenue Estimates. Tax revenues generated by Ordinance No. 04-01 for the Valley subarea over a thirty year period are estimated to be **\$4,520 million**. Approximately **\$881 million** in state and federal funds and approximately **\$777 million** in contributions from new development are projected for the area over this period, for an estimated total Valley area revenue of **\$6,178 million** for transportation improvements. Revenue estimates are not binding or controlling.

C. Freeway Projects. 29% of revenue collected in the San Bernardino Valley Subarea shall fund freeway projects within the San Bernardino Valley Subarea. Projects to be constructed with Freeway Projects funds are listed in Schedule D1. Cost estimates for such projects are not binding or controlling.

D. Freeway Interchange Projects. 11% of revenue collected in the Valley Subarea shall fund Freeway Interchange Projects. Projects to be constructed with Freeway Interchange Projects funds are listed in Schedule D2. Equitable geographic distribution of projects shall be taken into account over the life of the program.

E. Major Street Projects. 20% Over the thirty-year life of Measure "I," the Major Street Projects category will accrue approximately 18% of revenue collected in the Valley. Upon initial collection of revenue, the Major Street Projects category will receive 20% of revenue collected in the Valley. Effective ten years following initial collection of revenue, the Major Street Projects allocation shall be reduced to no more 17% but to not less than 12% upon approval by the Authority Board of Directors and the Express Bus/Bus Rapid Transit Service allocation shall be increased by a like amount. Amendments beyond those authorized in this section shall require a formal amendment as provided in the Measure "I" Ordinance.

Major Street Projects are defined as congestion relief and safety improvements to major streets that connect communities, serve major destinations, and provide freeway access. The Major Street Projects portion of the San Bernardino Valley program shall be expended pursuant to a five-year project list to be annually adopted by the Authority after being made available for public review and comment. Funding priorities shall be given to improving roadway safety, relieving congestion, street improvements at rail crossings and shall take into account equitable geographic distribution over the life of the program.

F. Local Street Projects. 20% of revenue collected in the Valley Subarea shall be distributed among local jurisdictions in the Valley Subarea for Local Street Projects. Allocations to local jurisdictions shall be on a per capita basis using the most recent State Department of Finance population estimates for January 1, with the County's portion based upon unincorporated population in the Valley Subarea. Estimates of unincorporated population within the Valley Subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate for January 1 of each year.

Local Street Projects are defined as local street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Project funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, transit, and other improvements/programs to maximize use of transportation facilities. Expenditure of Local Street Project funds shall be based upon a Five Year Plan adopted annually by the governing body of each jurisdiction after being made

available for public review and comment. Local Street Project funds shall be disbursed to local jurisdictions upon receipt of the annually adopted Five Year Plan. The local adopted Five Year Plan shall be consistent with local, regional, and state transportation plans.

G. Metrolink/Rail Service. 8% of revenue collected in the Valley Subarea shall fund Metrolink/Rail Service. Eligible expenditures of Metrolink/Rail Service funds include purchase of additional commuter rail passenger cars and locomotives for use on Metrolink lines serving San Bernardino County; construction of additional track capacity necessary to operate more passenger trains on Metrolink lines serving San Bernardino County; construction of additional parking spaces at Metrolink stations in San Bernardino County; and provision of funds to match State and Federal funds used to maintain the railroad track, signal systems, and road crossings for passenger rail service in San Bernardino County, construction and operation of a new passenger rail service between the cities of San Bernardino and Redlands, and construction and operation of an extension of the Gold Line to Montclair Transit Center for San Bernardino County passengers traveling to San Gabriel Valley cities, Pasadena, and Los Angeles. Projects to be funded by Metrolink/Rail Service funds are listed in Schedule D5.

H. Senior and Disabled Transit Service. 8% of revenue collected in the Valley Subarea shall fund Senior and Disabled Transit Service. 6% of revenue collected in the Valley Subarea in this category shall be expended to reduce fares and enhance service for senior citizens and persons with disabilities. Eligible expenditures in the Senior and Disabled Transit Service category shall include: (1) The provision of funding to off-set a portion of future senior and disabled fare increases that would apply to fixed route, Community Link and complementary paratransit services. (2) The provision of local funds to help off-set operating and capital costs associated with special transit services provided by transit operators, cities and non-profit agencies for seniors and persons with disabilities. (3) At least 2% of the revenue collected in the Valley Subarea in this category will be directed to the creation of a Consolidated Transit Service Agency which will be responsible for the coordination of transit services provided to seniors and persons with disabilities.

I. Express Bus/Bus Rapid Transit Service. 2% Over the thirty-year life of Measure "I," the Express Bus/Bus Rapid Transit Service category will accrue approximately 4% of revenue collected in the Valley. Upon initial collection of revenue, the Express Bus/Bus Rapid Transit Service category will receive 2% of revenue collected in the Valley. Effective ten years following initial collection of revenue, the Express Bus/Bus Rapid Transit Service category shall be increased to at least 5%, but no more than 10% upon approval by the Authority Board of Directors. The Major Street Projects category shall be reduced by a like amount. Amendments beyond those authorized in this section shall require a formal amendment as provided by the Measure "I" Ordinance.

Funds in this category shall be expended for the development, implementation and operation of express bus and bus rapid transit service, to be jointly developed by the Authority and transit service agencies serving the Valley Subarea. Eligible projects to be funded by Express Bus/Bus Rapid Transit Service funds shall include contributions to operating and capital costs associated with implementing high-speed, express-type bus service in high-density travel corridors.

J. Traffic Management Systems. 2% of revenue collected in the Valley Subarea shall fund traffic management systems. Eligible projects under this category shall include signal synchronization, systems to improve traffic flow, commuter assistance programs, freeway service patrol, and projects which contribute to environmental enhancement associated with transportation facilities.

Mountain/Desert Expenditure Plan. In that area described as the Mountain/Desert Area, the following Expenditure Plan requirements shall apply. Schedules E, F, G, H, I illustrate estimated revenue and projects to be constructed in each Mountain/Desert subarea.

A. State and Federal Transportation Funds. A proportional share of projected state and federal transportation funds shall be reserved for use solely within the Mountain/Desert subareas.

B. Revenue Estimates. Tax revenues generated by Ordinance No. 04-01 for the Mountain/Desert region over a thirty year period are estimated to be **\$1,250 million**. Approximately **\$165 million** in state and federal funds and approximately **\$369 million** in contributions from new development are projected for the area over this period, for an estimated total Mountain-Desert area revenue of **\$1,784 million** for transportation improvements. Revenue estimates are not binding or controlling.

C. Local Street Projects. 70% of revenue collected within each subarea shall be apportioned for Local Street Projects within each subarea. 2% of revenue collected within each subarea shall be reserved in a special account to be expended on Project Development and Traffic Management Systems. Eligible Project Development and Traffic Management Systems projects may include, at the discretion of local subarea representatives, costs associated with corridor studies and project study reports, projects to improve traffic flow and maximize use of transportation facilities, congestion management, commuter assistance programs, and projects which contribute to environmental enhancement associated with highway facilities. Expenditure of Project Development and Traffic Management Systems funds shall be approved by the Authority Board of Directors, based upon a recommendation of subarea representatives and the Mountain/Desert Committee. If, after five years of revenue collection and every five years thereafter, the local representatives and the Mountain/Desert Committee make a finding that Project Development and Traffic Management Systems funds are not required for improvements of benefit to the subarea, then revenue in the Project Management and Traffic Management Systems category may be returned to the general Local Street Projects category. Such return shall be allocated and expended based upon the formula and requirements established in the general Local Street Projects category.

After reservation of 2% collected in each subarea for Project Development and Traffic Management Systems, the remaining amount of funds in the general Local Street Projects category shall be allocated to local jurisdictions based upon population (50 percent) and tax generation (50 percent). Population calculations shall be based upon the most current State Department of Finance estimates for January 1 of each year. Estimates of unincorporated population within each subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate. Tax generation calculations shall be based upon State Board of Equalization data. Schedules E, F, G, H, I reflect the estimate of revenue available for Local Street Projects in each Mountain/Desert subarea.

Projects in the general Local Street Projects category are defined as local street and road construction, repair, maintenance and other eligible local transportation priorities. Local Transportation Project funds may be used flexibly for any eligible transportation purpose determined to be a local priority, including local roads, major streets, state highway improvements, transit, including but not limited to, fare subsidies and service enhancements for seniors and persons with disabilities, and other improvements/programs to maximize use of transportation facilities. Expenditure of Local Transportation Project Funds shall be based upon the Five Year Plan adopted annually by resolution of the governing body of each jurisdiction after being made available for public review and comment. Local Street Project funds shall be disbursed to local jurisdictions upon receipt of the annually adopted Five Year Plan. The locally adopted Five Year Plans shall be consistent with other local, regional, and state transportation plans.

D. Major Local Highway Projects. 25% of revenue collected within each subarea shall be reserved in a special account to be expended on Major Local Highway Projects of benefit to the subarea. Major Local Highway Projects are defined as major streets and highways serving as primary routes of travel within the subarea, which may include State highways and freeways, where appropriate. Major Local Highway Projects funds can be utilized to leverage other state and federal funds for transportation projects and to perform advance planning/project reports. Expenditure of Major Local Highway Projects funds shall be approved by the Authority Board of Directors, based upon a recommendation of subarea representatives and the Mountain/Desert Committee. If, after five years of revenue collection and every five years thereafter, the local representatives and the Mountain/Desert Committee make a finding that Major Local Highway Projects funds are not required for improvements of benefit to the subarea, then revenue in the Major Local Highway Projects category may be returned to jurisdictions within the subarea. Such return shall be allocated and expended based upon the formula and requirements established in the general Local Street Projects category.

E. Senior and Disabled Transit Service. 5% of revenue collected within each subarea shall be reserved in an account for Senior and Disabled Transit Service. Senior and Disabled Transit is defined as contributions to transit operators for fare subsidies for senior citizens and persons with disabilities or enhancements to transit service provided to seniors and persons with disabilities. In the Victor Valley subarea, the percentage for Senior and Disabled Transit Service shall increase by .5% in 2015 with additional increases of .5% every five years thereafter to a maximum of 7.5%. Such increases shall automatically occur unless each local jurisdiction within the subarea makes a finding that such increase is not required to address unmet transit needs of senior and disabled transit users. In the North Desert, Colorado River, Morongo Basin, and Mountain Subareas, local representatives may provide additional funding beyond 5% upon a finding that such increase is required to address unmet transit needs of senior and disabled transit services. All increases above the 5% initial revenue collected for Senior and Disabled Transit Service shall come from the general Local Street Projects category of the subarea.

Expenditure of Senior and Disabled Transit Service funds shall be approved by the Authority Board of Directors, based upon recommendation of subarea representatives and the Mountain/Desert Committee.

F. Mountain/Desert Committee. The Mountain-Desert Committee of the Authority shall remain in effect and provide oversight to implementation of the Mountain/Desert Expenditure Plan.

Measure "I" Transportation Expenditure Plan Schedules

SCHEDULE A

Countywide Measure "I" Revenue and Distribution

Estimated Countywide Measure "I" Distribution	Amount
Cajon Pass Expenditure Plan (3% of San Bernardino Valley Subarea and Victor Valley Subarea Revenues - See Schedule C)	\$ 170 Million
Total San Bernardino Valley Subarea Expenditure Plan (See Schedule D)	\$ 4,520 Million
Total Mountain-Desert Expenditure Plan	\$ 1,250 Million
Victor Valley Subarea (See Schedule E)	\$ 852 Million
North Desert Subarea (See Schedule F)	\$ 95 Million
Mountains Subarea (See Schedule G)	\$ 119 Million
Morongo Basin Subarea (See Schedule H)	\$ 125 Million
Colorado River Subarea (See Schedule I)	\$ 59 Million

SCHEDULE B

Transportation Improvement Revenues

Total Countywide Transportation Revenues	Amount
Estimated Countywide Measure "I" Revenue	\$ 6,120 Million
(Less 1% Administration and 2% Board of Equalization Collection Charge)	<u>(\$ 180) Million</u>
Countywide Measure "I" Revenue Available for Transportation Projects (See Schedule A)	\$ 5,940 Million
Estimated State and Federal Revenues	\$ 1,106 Million
Estimated Contributions from New Development	<u>\$ 1,146 Million</u>
Total Estimate Revenue Available for Transportation Projects	\$ 8,192 Million

SCHEDULE C**Cajon Pass Expenditure Plan**

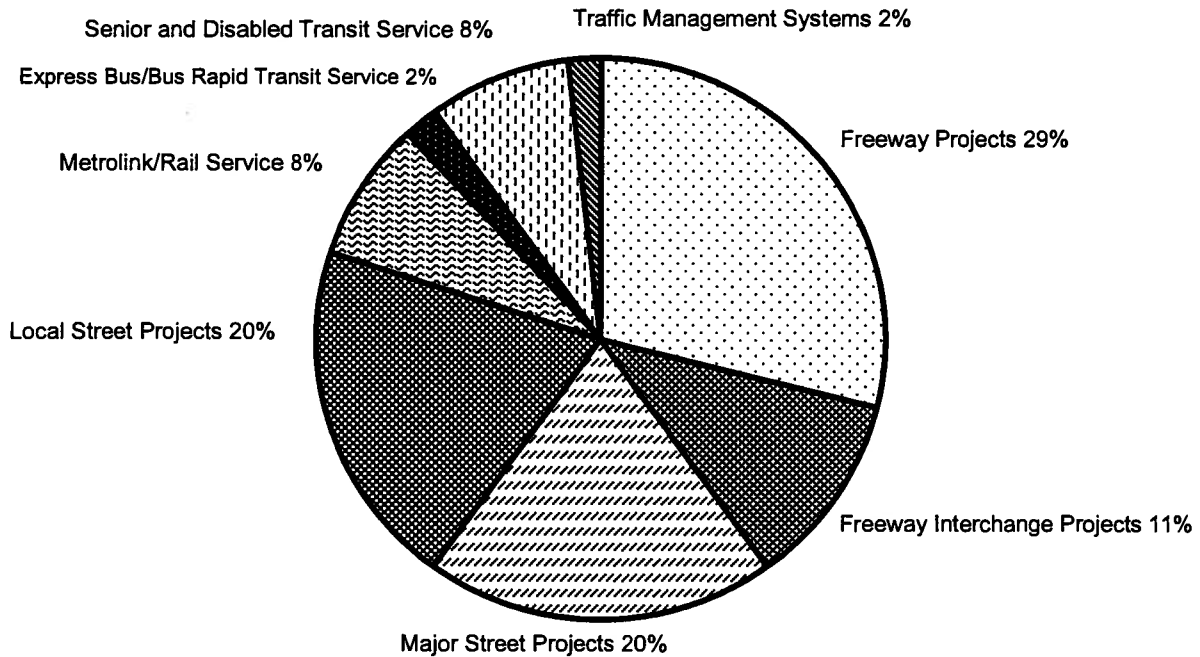
Project Description	Amount
<i>I-15 Widening and Improvement through Cajon Pass</i>	<i>\$ 170 Million</i>
<i>Devore Interchange Widening and Improvements at I-15/I-215</i>	<i>\$ 40 Million</i>
<i>I-15 Dedicated Truck Lane Development</i>	<i>\$ 20 Million</i>
<i>Total Cajon Pass Projects Cost</i>	<i>\$ 230 Million</i>
Cajon Pass Measure "I" Revenue	\$ 170 Million
State and Federal Revenues	<u>\$ 60 Million</u>
Total Cajon Pass Projects Revenues	\$ 230 Million

SCHEDULE D**San Bernardino Valley Subarea Expenditure Plan**

Project Category	Measure "I" Percentage	Amount
Freeway Projects (See Schedule D1)	29%	\$ 1,311 Million
Freeway Interchange Projects (See Schedule D2)	11%	\$ 497 Million
Major Street Projects* (See Schedule D3)	20%	\$ 814 Million
Local Street Projects (See Schedule D4)	20%	\$ 904 Million
Metrolink/Rail Service (See Schedule D5)	8%	\$ 362 Million
Express Bus/Bus Rapid Transit Service* (See Schedule D6)	2%	\$ 180 Million
Senior and Disabled Transit Service	8%	\$ 362 Million
Traffic Management Systems	<u>2%</u>	<u>\$ 90 Million</u>
Total San Bernardino Valley Subarea Measure "I" Revenue	100%	\$4,520 Million

* Percentage distribution adjusts to serve transportation needs. Amount shown is average over 30-year Measure.

FIGURE D
San Bernardino Valley Subarea Expenditure Plan



SCHEDULE D1

San Bernardino Valley Expenditure Plan Freeway Projects Detail

Freeway Projects	Amount
<i>I-10 Widening from I-15 to Riverside County Line</i>	\$ 610 Million
<i>I-15 Widening from Riverside County Line to I-215</i>	\$ 180 Million
<i>I-215 Widening from Riverside County Line to I-10</i>	\$ 300 Million
<i>I-215 Widening from SR-30/210 to I-15</i>	\$ 120 Million
<i>SR-30/210 Widening from I-215 to I-10</i>	\$ 140 Million
<i>Carpool Lane Connectors</i>	\$ 90 Million
Total Freeway Projects Cost	\$ 1,440 Million
Freeway Projects Measure "I" Revenue	\$ 1,311 Million
State and Federal Revenues	\$ 129 Million
Total Freeway Projects Revenues	\$ 1,440 Million

SCHEDULE D2

San Bernardino Valley Expenditure Plan Freeway Interchange Projects Detail

Freeway Interchange Projects	Amount
<i>Improvements including but not limited to:</i>	
<i>I-10 Interchanges at Monte Vista, Grove/Fourth St, Vineyard, Cherry, Citrus, Cedar, Riverside, Mt. Vernon, Tippecanoe, Mountain View, California, Alabama, Wabash, Live Oak Canyon, Wildwood Canyon</i>	
<i>I-15 Interchanges at 6th St/Arrow, Baseline, Duncan Canyon, Sierra</i>	
<i>SR-60 Interchanges at Ramona, Central, Mountain, Grove, Vineyard</i>	
<i>I-215 Interchanges at University Parkway and Palm</i>	
<i>SR-30/210 Interchanges at Waterman, Del Rosa, Highland, 5th St, and Baseline</i>	
Freeway Interchange Projects Measure "I" Revenue	\$ 497 Million
State and Federal Revenues	\$ 32 Million
Contribution from New Development	<u>\$ 333 Million</u>
Total Interchange Projects Revenues	\$ 862 Million

SCHEDULE D3

San Bernardino Valley Expenditure Plan Major Street Projects Detail

Major Street Projects	Amount
<i>Improvements to major streets that connect communities, serve major destinations, and provide freeway access, such as but not limited to:</i>	
<i>Edison, Pine, Central, Mountain, Grove</i>	
<i>Foothill/Fifth, Baseline, Valley, Slover, Jurupa</i>	
<i>Tippecanoe, Anderson, University, Palm</i>	
<i>Lugonia, Barton, improvements to relieve traffic on Yucaipa Blvd</i>	
<i>Railroad Crossing Improvements, such as but not limited to Milliken and Hunts Ln</i>	
Major Street Projects Measure "I" Revenue	\$ 814 Million
State and Federal Revenues	\$ 82 Million
Contribution from New Development	<u>\$ 444 Million</u>
Total Major Street Projects Revenues	\$ 1,340 Million

SCHEDULE D4**San Bernardino Valley Expenditure Plan Local Street Projects Detail**

Local Street Projects	Amount
<i>Distribution to cities and County for street repair and improvements</i>	
Local Street Projects Measure "I" Revenue	\$ 904 Million
State and Federal Revenues	<u>\$ 187 Million</u>
Total Local Street Projects Revenues	\$ 1,091 Million

SCHEDULE D5**San Bernardino Valley Expenditure Plan Metrolink/Rail Service Detail**

Metrolink/Rail Service	Amount
<i>Contributions to the following projects:</i>	
<i>Metrolink</i>	
<i>Redlands Extension</i>	
<i>Gold Line Extension</i>	
Metrolink/Rail Service Measure "I" Revenue	\$ 362 Million
State and Federal Revenues	<u>\$ 330 Million</u>
Total Metrolink/Rail Service Revenues	\$ 692 Million

SCHEDULE D6**San Bernardino Valley Expenditure Plan Express Bus/Bus Rapid Transit Service Detail**

Express Bus/Bus Rapid Transit Service	Amount
Express Bus/Bus Rapid Transit Service Measure "I" Revenue	\$ 180 Million
State and Federal Revenues	<u>\$ 121 Million</u>
Total Express Bus/Bus Rapid Transit Service Revenues	\$ 301 Million

SCHEDULE E

Victor Valley Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 596 Million
Major Local Highway Projects	25%	\$ 213 Million
Senior and Disabled Transit Service	5%	<u>\$ 43 Million</u>
Total Victor Valley Subarea Measure "I" Revenue	100%	\$852 Million

Victor Valley Expenditure Plan Detail		
Local Street Projects		
<i>Distribution to cities and County for street repair and improvements</i>		
<i>New construction to relieve Bear Valley Rd, Ranchero Rd, new east/west roadways</i>		
Local Street Projects Measure "I" Revenue		\$ 596 Million
State and Federal Revenues		\$ 39 Million
Contribution from New Development, Major Streets		<u>\$ 281 Million</u>
Total Local Street Projects Revenues		\$ 916 Million

Major Local Highway Projects		
<i>Contributions to Projects including but not limited to:</i>		
<i>New Interchanges at I-15 and Ranchero, Eucalyptus, LaMesa/Nisqualli</i>		
<i>High Desert Corridor</i>		
<i>I-15 Widening through Victor Valley</i>		
<i>SR-138 Widening and Improvements</i>		
<i>US-395 Widening and Improvements</i>		
Major Local Highway Projects Measure "I" Revenue		\$ 213 Million
State and Federal Revenues		\$ 112 Million
Contribution from New Development, Freeway Interchanges		<u>\$ 88 Million</u>
Total Major Local Highway Projects Revenues		\$ 413 Million

Senior and Disabled Transit Service		\$ 43 Million
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SCHEDULE F

North Desert Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 66 Million
Major Local Highway Projects	25%	\$ 24 Million
Senior and Disabled Transit Service	5%	<u>\$ 5 Million</u>
Total North Desert Subarea Measure "I" Revenue	100%	\$ 95 Million
North Desert Expenditure Plan Detail		
Local Street Projects		
<i>Distribution to cities and County for street repair and improvements</i>		
<i>Improvements including but not limited to Lenwood Rd, Armory Rd, Rimrock Rd and Main St</i>		
Local Street Projects Measure "I" Revenue		\$ 66 Million
State and Federal Revenues		<u>\$ 2 Million</u>
Total Local Street Projects Revenues		\$ 68 Million
Major Local Highway Projects		\$ 24 Million
<i>Contributions to Projects including but not limited to:</i>		
<i>SR-58 Widening and Improvements</i>		
<i>US-395 Widening and Improvements</i>		
<i>Lenwood Rd and Vista Rd Grade Separations in Barstow</i>		
Senior and Disabled Transit Service		\$ 5 Million

SCHEDULE G

Mountains Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 83 Million
Major Local Highway Projects	25%	\$ 30 Million
Senior and Disabled Transit Service	5%	<u>\$ 6 Million</u>
Total Mountains Subarea Measure "I" Revenue	100%	\$119 Million
<hr/>		
Mountains Expenditure Plan Detail		
<hr/>		
Local Street Projects		
<i>Distribution to cities and County for street repair and improvements</i>		
Local Street Projects Measure "I" Revenue		\$ 83 Million
State and Federal Revenues		<u>\$ 5 Million</u>
Total Local Street Projects Revenues		\$ 88 Million
<hr/>		
Major Local Highway Projects		\$ 30 Million
<i>Contributions to Projects including but not limited to:</i>		
<i>SR-18 & SR-38 Safety and Traffic Flow Improvements</i>		
<i>SR-330 Safety and Traffic Flow Improvements</i>		
<i>SR-138 Safety and Intersection Improvements</i>		
<i>SR-18 Safety and Intersection Improvements</i>		
<i>Realignment and Rehabilitation of Daley Canyon Rd and Kuffel Canyon Rd</i>		
<hr/>		
Senior and Disabled Transit Service (5%)		\$ 6 Million

SCHEDULE H

Morongo Basin Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 88 Million
Major Local Highway Projects	25%	\$ 31 Million
Senior and Disabled Transit Service	5%	<u>\$ 6 Million</u>
Total Morongo Basin Subarea Measure "I" Revenue	100%	\$ 125 Million
Morongo Basin Expenditure Plan Detail		
Local Street Projects		
<i>Distribution to cities and County for street repair and improvements</i>		
Local Street Projects Measure "I" Revenue		\$ 88 Million
State and Federal Revenues		<u>\$ 5 Million</u>
Total Local Street Projects Revenues		\$ 93 Million
Major Local Highway Projects		\$ 31 Million
<i>Contributions to Projects including but not limited to:</i>		
<i>SR-62 & SR-247 Widening and Safety Improvements</i>		
<i>SR-62 Widening and Safety Improvements between the Morongo Basin and the Coachella Valley</i>		
Senior and Disabled Transit Service		\$ 6 Million

SCHEDULE I

Colorado River Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 41 Million
Major Local Highway Projects	25%	\$ 15 Million
Senior and Disabled Transit Service	5%	\$ 3 Million
Total Colorado River Subarea Measure "I" Revenue	100%	\$ 59 Million
Colorado River Expenditure Plan Detail		
Local Street Projects		
<i>Distribution to cities and County for street repair and improvements</i>		
Local Street Projects Measure "I" Revenue		\$ 41 Million
State and Federal Revenues		<u>\$ 2 Million</u>
Total Local Street Projects Revenues		\$ 43 Million
Major Local Highway Projects		\$ 15 Million
<i>Contributions to Projects including but not limited to:</i>		
<i>Needles Highway Widening and Realignment from I-40 to the Nevada State Line</i>		
<i>Reconstruction of J Street and Construction of new Bridge in Needles connecting I-40 to Arizona</i>		
Senior and Disabled Transit Service (5%)		\$ 3 Million

FIGURE J
Mountain/Desert Expenditure Plan

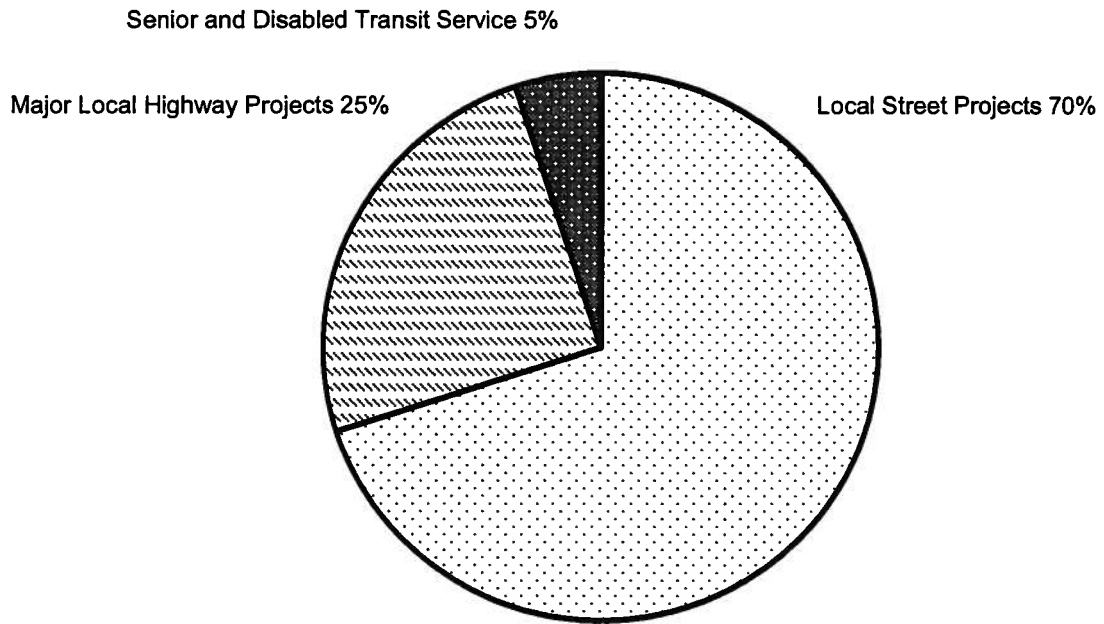


Exhibit B

Independent Taxpayer Oversight Committee (ITOC)

ITOC Goal and Function. Voter approval of this Measure “I” shall result in creation of an Independent Taxpayer and Oversight Committee (ITOC) as follows:

The ITOC shall provide citizen review to ensure that all Measure “I” funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provisions of the Expenditure Plan and Ordinance No. 04-01.

Audit Requirement. A bi-annual fiscal and compliance audit shall be performed in accordance with generally accepted auditing standards and Government Auditing Standards issued by the Comptroller General of the United States. The audit shall review the basic financial statements of the San Bernardino County Transportation Authority as defined by the Governmental Accounting Standard Board and the financial and compliance audits of the member jurisdictions.

Role of Financial and Compliance Audit and the ITOC. The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation.

The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.

Membership and Selection Process. The Authority shall have an open process to select five committee members, which shall include solicitation of trade and other organizations to suggest potential nominees to the committee. The committee members shall possess the following credentials:

- One member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.
- One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure “I” funding.
- One member who is a current or retired manager of a major publicly financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.
- One member who is a current or retired manager of a major privately financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.
- One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC.
- The Chair and the Executive Director of the Authority shall serve as ex-officio members of the ITOC.

Terms and Conditions for Committees. Committee members shall serve staggered four-year terms. In no case shall any voting committee member serve more than eight years on the ITOC.

- Committee members shall serve without compensation, except they shall be reimbursed for authorized travel and other expenses directly related to the work of the ITOC.
- Committee members cannot be a current local elected official in the county or a full time staff member of any city, the county government, local transit operator, or state transportation agency.
- Non-voting ex-officio committee members shall serve only as long as they remain incumbents in their respective positions and shall be automatically replaced by their successors in those positions.
- If and when vacancies on the ITOC occur on the part of voting committee members, either due to expiration of term, death or resignation the nominating body for that committee shall nominate an appropriate replacement within 90 days of the vacancy to fill the remainder of the term.

ITOC Operation Protocols.

- Given the thirty-year duration of the tax extension, the ITOC shall be appointed 180 days after the effective date of the tax extension (April 1, 2010) and continue as long as Measure "I" revenues are collected.
- Authority Board of Directors and staff shall fully cooperate with and provide necessary support to ensure the ITOC successfully carries out its duties and obligations.

Conflict of Interest. ITOC voting members shall have no legal action pending against the Authority or San Bernardino Associated Governments and are prohibited from acting in any commercial activity directly or indirectly involving the Authority or San Bernardino Associated Governments, such as being a consultant during their tenure on the ITOC. ITOC voting members shall not have direct commercial interest or employment with any public or private entity, which receives the transportation tax funds authorized by the voters in this Ordinance.

Exhibit C

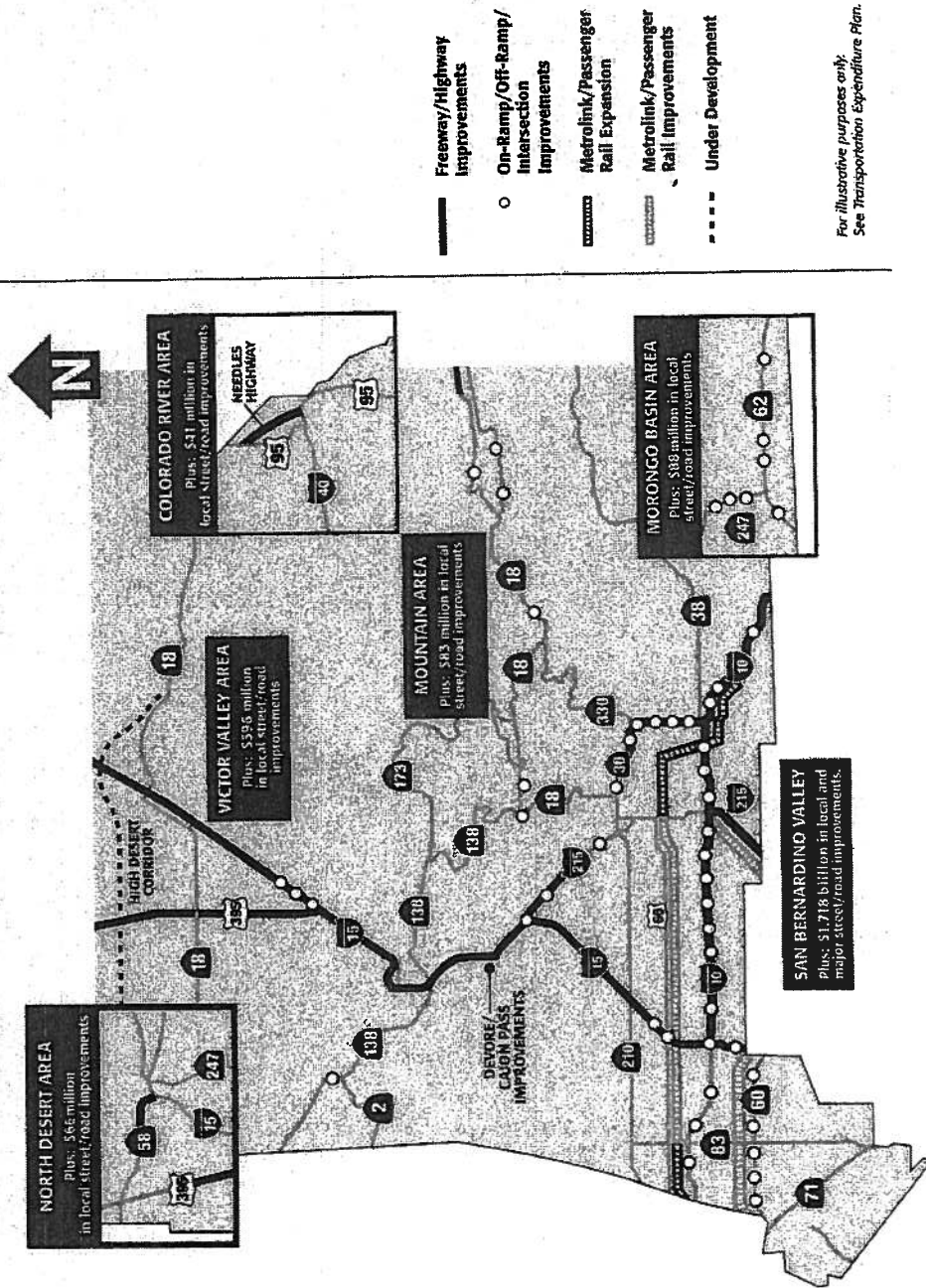
Measure "I" Local Transportation Improvement Program

To relieve traffic congestion, improve safety and match state/federal transportation funds for:

- Widening/improving I-10, I-15, I-210, I-215, SR-60, SR-62, SR-18, US-395;
- Improving freeway interchanges countywide;
- Improving local streets and roads;
- Expanding transit for seniors and disabled riders; and
- Expanding Metrolink commuter rail;

Shall San Bernardino County voters continue the existing half-cent transportation sales tax (Ordinance 04-01) for thirty years and create an Independent Taxpayer Oversight Committee to insure all voter mandates are met?

Measure I – New Transportation Projects



SANBAG Acronym List

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents,
San Bernardino Associated Governments
(SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient,
multi-modal transportation system
- Strengthen economic development
efforts
- Exert leadership in creative problem
solving

To successfully accomplish this mission,
SANBAG will foster enhanced relationships
among all of its stakeholders while adding
to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996